The Bombay Gazette.

No. 7,399.—New Series. BOMBAY :—TUESDAY, NOVEMBER 30, 1869. Annual Subscription in Advance.... ...Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town ..... Rs. 52 0
" including postage..... " 72 0
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" including postage..... " 36 0
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TERMS FOR ADVERTISEMENTS.

Ten lines and under
First insertion.....Rs 5 0
Second Ditto ..... " 2 8
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Fourth and succeeding insertions ..... " 0 2½ As.

per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion ..... 8 As. per line.
Second Ditto ..... 4½ " "
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In the Native Languages, double the above.
Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ARABIA, 1,027 tons, 200 H. P., Commander J. Saunders, will be despatched on TUESDAY, the 7th December at noon.

Leave Bombay	Dec.	Leave Galle	Dec.
" Carwar	8	" Negapatam	17
" Mangalore	9	" Madras	20
" Cannanore	10	" Coconada	22
" Calicut	10	" Vizagapatam	23
" Beypore	10	" Bimlipatam	23
" Cochin	11	" Chittagong	24
" Tuticorin	12	" False Point	25
" Colombo	13	Arrive Calcutta	26

This route is the most expeditious and economical for Passengers for the Neilgherric district, Bangalore, and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

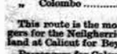
Passengers for Calcutta can take the same route, picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging Cargo and Passengers at Bassorah, to and from Baghdad, with the Euphrates and Tigris Steam Navigation Company.)



THE British India Steam Navigation Company (Limited) under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Gundur, Muscat, Bunder Abbas, Linga, Bushire, Fao, Mahomerah, and Bussora.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE British India Steam Navigation Company (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every Monday at noon.

The steam-ship KURRACHEE, 510 tons, 120 H. P., Commander A. Cotton, will be despatched on MONDAY, the 6th December, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO THE MALABAR COAST.

THE well known First Class Steamer PHLOX, E. Baker, Commander, will leave for the undernoted Ports, every TUESDAY, starting from the Apollo Bunder at 4 P.M.

Uanjurwell,	Malwan,
Ratnagherry,	Vingorla,
Jeytapoor,	Goa, Panjim.

For Freight or Passage apply to Nusserwanjee Kersas-jee, Bazaar Gate Street, and for Charter to J. Dixon, Apollo Street.

STEAM COMMUNICATION WITH THE MALABAR COAST.

Steamers LORD CLYDE, GENERAL HAVELOCK, GENERAL OUTRAM, and TILLY.

ONE of the above Steamers will be despatched every week to and from the Malabar Coast, calling at the intermediate Ports on the following days :—

Down Steamers.		Up Steamers.	
Leave Bombay	Saturday.	Leave Cochin	Friday.
" Ratnagherry	Sunday.	" Beypore	Saturday.
" Malwan	"	" Calicut	"
" Vingorla	Monday.	" Tellicherry	"
" Goa	"	" Cannanore	"
" Carwar	Sunday.	" Mangalore	Monday.
" Compta	"	" Compta	"
" Mangalore	Tuesday.	" Carwar	"
" Cannanore	Wednesday.	" Goa	Tuesday.
" Tellicherry	"	" Vingorla	"
" Calicut	"	" Malwan	"
" Beypore	"	" Ratnagherry	Wednesday
Arrive Cochin	Thursday.	Arrive Bombay	Thursday.

The Steamer GENERAL HAVELOCK, Captain Robinson, will be despatched according to the above table on SATURDAY, the 4th proximo, at 3 P.M.

For freight and passage apply to

NOWROJEE BHICAJEE, Manager.

No. 6, Borah Bazaar Street, 29th November, 1869.

NEW OVERLAND ROUTE.

(via SUEZ CANAL.)

LA COMPAGNIE MARCHAND FRAISSINET PERE et FILS of Marseilles beg to announce, that they are now ready to establish a DIRECT STEAM SERVICE between BOMBAY and MARSEILLES, via the SUEZ CANAL, thus dispensing with the cost of transhipment of Goods and Passengers at Suez and Alexandria.

In accordance with the above the steam ship ASIE, Captain Lapeirere, will be despatched from Bombay about the 12th December next, and will be followed, at intervals of five weeks time, by large and powerful steamers specially built for this service.

PASSENGER RATES.

(Inclusive of Wines, and all transit fees through the Canal.)

	1st Class.	2nd Class.
To Aden	£ 25	£ 15
" Suez	£ 40	£ 22-10
" Port Said	£ 42	£ 24
" Marseilles	£ 56	£ 35

For further particulars, rates of Freight, &c., apply to

KUNKLER, FRIEDRICH, & Co., Agents.

Elphinstone Circle, 9th November, 1869.

NOTICE.—Consignees of Cargo per ship SALISBURY, from London, are requested to send off Boats alongside at once to take delivery of their Goods, otherwise the same will be landed by Captain True, without further intimation, at the risk and expense of the concerned.

Captain True will not be responsible for the condition of any package after it leaves the ship's tackle.

THE LONDON, ASIATIC, and AMERICAN Co. (Limited), Agents for Captain True, ship Salisbury.

Bombay, 23rd November 1869.

NOTICES.

DINNEFORD'S FLUID MAGNESIA.

The best remedy for

Acidity of the Stomach, Heartburn, Headache, Gout, and Indigestion; and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for regular use in Warm Climates.

Dinneford & Co., Chemists, London, and of Druggists and Storekeepers throughout the world.

N.B.—Ask for Dinneford's Magnesia.

Agents—Treacher & Co., Bombay, Poonah, and Byculla.

ROBERT GREY & Co., SHIP-BUILDERS and OWNERS of the PATENT SLIP and DRY DOCK, MOULMEIN, BRITISH BURMAH.—The SLIP is one of the largest size. Ships and Steamers up to 1,200 tons burthen can be thoroughly repaired and examined on it.

The Dry Dock is capable of taking in Steamers of 300 feet in length. Repairs of all descriptions to both iron and wooden ships made under European superintendence by experienced workmen.

Charges on the Calcutta scale for work and materials, except Teakwood, which we supply at 25 per cent. below Calcutta rates.

ROBERT GREY & Co.

September, 1869.

BYCULLA IRON WORKS.

RICHARDSON AND ROBSON, SUCCESSORS TO Messrs. DIXON AND Co.,

IRON AND BRASS FOUNDERS, SMITHS, ENGINEERS, AND COMMISSION AGENTS.

MANUFACTURERS OF

COTTON PRESSES, GIRDERS, BOILERS, PUMPS, TANKS, IRON GATES AND RAILINGS, &c., &c.

METAL MART, BOREE BUNDER.—Just landed several Hand Fire Engines, by Shand, Mason, & Co., with suction and delivery hose. Rs. 1,100 each.

Also, now in the Harbour and daily expected to be landed, Portable Steam Engines, by Clayton and Shuttleworth, having enlarged Fire Boxes suitable for burning wood fuel.

10 Horse Power	Rs. 2,900
8 " "	" 2,600
6 " "	" 2,200

Lift Pumps, 6 and 8 inch bore.

Galvanised Corrugated Iron Sheets, 6, 7, and 8 Feet long, Nos. 20 and 24 Gauge.

A few Iron Plate Girders, 32 Feet long, 24 inches deep, weighing about 1 cwt. per running foot.

Fresh Portland Cement, in 4 cwt. Casks.

Tools.—Bar and Plate Iron.

Estimates given for every description of Iron-Work and Machinery. W. NICOL & Co.

Bombay, 19th October, 1869.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £40, 2nd class £25. } Exclusive
To Trieste—1st class £53, 2nd class £34. } of Wines.

Passengers by or for our Steamers will be furnished with First-class Tickets between Alexandria and Marseilles by Messrs. Fraissinet & Co.'s line for £10; making the passage-money between Bombay and Marseilles £50, exclusive of transit in Egypt.

We have arranged our departures from Bombay so as to arrive immediately before the departure of Messrs. Fraissinet's Steamer from Alexandria and avoid delay to passengers. The Marseilles Boats leave Alexandria every Thursday morning.

Steamers will leave Bombay every three weeks.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Ratisbonne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraissinet Pere et Fils, Marseilles; and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The Steam-ship MAGDALA, 2,200 Tons, Captain Thomson, will be despatched on 20th December.

STEARNS, HOBART, & Co.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear :—

REQUIREMENTS.

4 Dozen Silk and Wool Shirts.	1 Rug with Straps,
2 " Under Vests.	1 Mackintosh.
2 " Linen Collars,	1 Inverness Cape.
1 " Fine Cotton Socks.	1 Hand Portmanteau.
1 " Fine Merino Socks.	2 Overland Trunks.
1 " Fine Merino Drawers.	1 Clothes Bag.
1 " Colored Handkerchiefs.	1 Travelling Hat,
1 " White Cambric.	1 Courier Bag.
1 Overland Suit.	1 Easy Chair.
2 Sleeping Suits.	1 Umbrella.
2 Pairs of Kid Gloves.	1 Pair of Brushes.
6 Scarfs and Ties.	Ladies' Overland Trunks.

Return Fares.—First Class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo-House.

NEW ADVERTISEMENTS.

FOR LONDON.

(To sail early in January 1870, calling at Cannanore if sufficient inducement offer.)

MESSRS. GREEN'S favorite Passenger Ship the WINDSOR CASTLE, Tons 1250, Douglas, Commander. This fine Vessel has excellent accommodation for Passengers, and carries an experienced Surgeon. For particulars apply to RITCHIE, STEUART, & Co.

Bombay, 29th November 1869.

Now Ready, Extra Fcap, 8vo. Price 6s. 6d.

FIRST BOOK OF INDIAN BOTANY, BY DANIEL OLIVER, F.R.S., F.L.S., KEEPER OF THE HERBARIUM AND LIBRARY OF THE ROYAL GARDENS, KEW, AND PROFESSOR OF BOTANY IN UNIVERSITY COLLEGE, LONDON.

With numerous Illustrations.

London: MACMILLAN & Co.

1869.

NOTIFICATION BY THE EXAMINER OF CLAIMS.—The following Telegram has been received by the Accountant General :—

"The Income Tax Act has passed in the same terms as the Bill. Provide accordingly for assessing salaries paid after November."

Officers, before presenting their Salary Bills for payment for the current month, should deduct Income-Tax at the rate of 2½ per cent.

F. OLIPHANT,
Officiating Examiner of Claims.

Bombay, 27th November 1869.

NOTICE.—SEALED TENDERS will be received at the Office of the undersigned up to 2 P.M. on FRIDAY, the 3rd proximo, from parties willing to undertake the work of constructing drains to carry off waste water from the Wells on the west side of the Warrant Officers' Quarters on the Esplanade.

The Plan and Specifications of the works can be seen, and other particulars learnt, on application at this Office.

No reasons will be assigned for the rejection of the lowest or any Tender.

Tenders are to be made on printed forms only, which will be supplied from this Office.

KAHANDAS MUNCHARAM,
Executive Engineering Presidency

Office of Executive Engineer, Presidency, Bombay, 29th November 1869.

NOTICE.—The CONSERVATOR of the PORT having received intimation from the Military Authorities that a Course of Practice with Shot and Shell from the heavy Batteries at Colaba, Cross Island, and Malabar Point is about to be carried out, hereby gives Notice to Captains of the Mercantile Fleet in Port, to all Native Boat Owners and Nacodas, and to all others whom it may concern, that on and after the 3rd day of December next, till the termination of the Course of Practice, it will be dangerous to cross the line of fire in the morning from six to eight o'clock and in the afternoon from half-past five to half-past five o'clock, during which time a Signal will be kept flying at the Castle Flag Staff (No. 5 Marryatt's Code over Union Jack).

During the Practice from the heavy guns at the Light House Battery, Colaba, the direction of line of fire by Compass bearing will be from S. E. by East to South.

During the Practice from the Cross Island Battery the line of fire will be from South East to East.

During the Practice from Malabar Point Battery will be to seaward : Coasting Steamers and Native Craft are warned to keep further from the shore when this Battery is being exercised.

The Practice will probably commence on or about 3rd December next, beginning at the Colaba Battery, on which date square-rigged Vessels, Coasting Craft, Native Boats, and Boats of every denomination, are warned not to anchor or moor within or pass the radius of the above line of fire till the termination of the Practice.

J. E. C. PRYCE,
Master Attendant and Conservator of the Port.

Office of the Master Attendant, and Conservator of the Port, Bombay, 29th November 1869.

LOST, on Colaba Causeway, on Sunday evening a MALACCA CANE, ivory handle, with initials on the Mounting. Whoever finds the same and brings it to this Office will be REWARDED.

FOR SALE, Block and Gray's and Block

LAROSE CLARET	Rs. 37
ST. JULIEN CLARET	" 28

In cases of 1 dozen each.

W. NICOL & Co.

RANGOON OIL.

For the preservation of Small Arms, and similar articles of Metal, from Oxidation; recommended and adopted by the

WAR OFFICE AUTHORITIES.

Sold in bottles	Cash.	Credit.
at Rs. 1	Rs. 1 4	Rs. 1 8

TREACHER & Co. (Limited).

SALE of LANDED PROPERTY at GOOLAM MOEDIN SOORADAR STREET.—On MONDAY the 13th December 1869, at 4 P.M., Messrs. HEERALALL and Co. will SELL by PUBLIC AUCTION, on the premises, in pursuance of the Power of Sale contained in a certain Indenture of Mortgage, dated the 10th day of September 1868, by order of the Mortgagee, Vullebhoy Packeerjee, on account and risk of the Mortgagors, Khaikoo Ahmed Noors and Esmail Baba, all that piece or parcel of Government LAND or GROUND, together with the messuage, tenement, dwelling-house or range erected, built, and standing thereon, situate, lying, and being without the Fort of Bombay at New Town, in the sub-district of Bhooleshwur, registered in the Books of the Collector of Land Revenue under Nos. 2331 and 2370 and assessed by the Superintendent of Girgaum Ward under No. 5, containing by admeasurement 414 square yards or thereabouts, and bounded as follows :—on or towards the east by the said Goolam Moedin Soobadar Street, on or towards the west by the property of Purbhoo Moroba, on or towards the north by the Khandrin Tank Street, and on or towards the south by the property of Orah Vullabjee Thavur.

For further particulars apply at the Office of the undersigned, No. 9, Hummum Street.

HEERALALL & Co.

Bombay, 29th November 1869.

FOR SALE, four Cylindrical Flue BOILERS, 20 feet long by 6 feet diameter, now lying in the Fort Press Company's premises in the Fort.—For particulars apply to

Bombay, 23rd November 1869. EWART, LATHAM, & Co.

PICKLES, SAUCES, JAMS, &c., FREE FROM ADULTERATION, MANUFACTURED BY CROSSE AND BLACKWELL, Purveyors to the Queen, SOHO SQUARE, LONDON.

CROSSE & BLACKWELL'S well known Manufactures are obtainable from every respectable Provision Dealer in the World.

Purchasers should see that they are supplied with C. and B.'s genuine goods, and that inferior articles are not substituted for them.

To insure thorough wholesomeness, their Pickles are all prepared in Pure Malt Vinegar, boiled in Oak Vats, by means of Platinum Steam Coils; and are precisely similar in quality to those supplied by them for use at

HER MAJESTY'S TABLE.

C. and B. are Agents for Lea and Perrins' Celebrated Worcestershire Sauce, and are Manufacturers of every description of Oilman's Stores of the highest quality.

D. NICHOLSON and COMPANY, SILK, WOOLLEN, AND MANCHESTER WAREHOUSEMEN, COLONIAL AND FOREIGN AGENTS,

50, 51 and 52, St. Paul's Churchyard, London.

D. NICHOLSON & Co. undertake the execution of Indents for every description of goods for Merchants and Traders abroad, for a commission of 2½ per cent., the original invoices, in all cases, being forwarded.

As D. N. & Co. have accounts for their own business with all the principal Manufacturers in England and France, they can offer their Correspondents many advantages which could not be obtained from an ordinary Agent.

Foreign Produce disposed of for a commission of 2½ per cent.

D. NICHOLSON AND Co.,
50, 51 and 52, St. Paul's Churchyard, London.

Sole Agents for the WANZER SEWING MACHINE COMPANY and the BRITANNIA SEWING MACHINE COMPANY for the City of London.

Bankers—Messrs. Martin & Co., 68, Lombard Street.

N.B.—Price Lists can be procured from, and orders sent direct, or through Messrs. Palmer, Lawrie & Co., Calcutta; and also, Messrs. Whemley & Co., Bombay.

NOTICES.

THEATRE ROYAL, GRANT ROAD.

DAVE CARSON'S MINSTREL AND DRAMATIC TROUPE.

GRAND OPENING NIGHT, WEDNESDAY, 1st DECEMBER, 1869.

Mr. DAVE CARSON,

In once more presenting himself and his Troupe to the Bombay Public, previous to his departure for Europe, begs to assert that nothing shall be wanting to secure to his Patrons comfort, convenience, and amusement during the stay of the Company in this city. He further pledges himself that these shall be the most

VARIED AND AMUSING ENTERTAINMENTS

Ever witnessed in

BOMBAY.

During the Season special nights will be devoted to

ETHIOPIAN MINSTRELSY,

And other Nights entirely to the

DRAMA,

When will be produced

SPARKLING COMEDIES AND POPULAR PLAYS.

The Company consists of the following Ladies and Gentlemen :—

Mr. H. Richardson	Mr. Dave Carson
Mr. W. Burton	Mr. E. D. Haygarth
Mr. S. Herberte	Mr. F. H. Pollock
Mr. W. South	Mrs. Dave Carson
Mr. O. Deering	Mrs. H. Richardson
Signor Zelman	Miss Waddy Deering
Mons. Semeladis	Miss Fanny Wiseman

For the first time in Bombay,

Byron's Glorious Burlesque of the

BABES IN THE WOOD.

Mrs. H. RICHARDSON,
As Sir Rowland Macassar;

Mr. E. D. HAYGARTH and Miss FANNY WISEMAN
As
THOSE "BLESSED BABBIES;"

Mr. H. RICHARDSON
In his unapproachable Burlesque rendition of

MISS JONES,
THE NURSERY GOVERNESS;
DAVE CARSON
As
"THE FIRST ROBBER;"

Not in any way the cause of the

"DEFICIT" (TWO MILLIONS!!!)

PROGRAMME.

DAVE CARSON'S MINSTRELS.

Part First.

Overture (original) dedicated to the
Albert Life Assurance..... Full Band.
Opening Chorus, "Close the Track"..... Company.
There's a letter in the candle..... Mr. S. Herberte.
Mammy, don't you hear the baby cry ! Mr. O. Deering.
Who is it lying beneath the Bread
Palm ! ..... Mr. W. Burton.
Dinah Crow ..... Dave Carson.
Just before the Battle, Mother ..... Mr. S. Herberte.

Part first will conclude with the original and descriptive song, entitled

THE GIRL OF THE PERIOD,

(Dedicated to the "Saturday Review,")

By

DAVE CARSON.

AN INTERVAL OF FIVE MINUTES.

Part Second.

BALLAD..... "Hark, I hear an angel sing."
Mr. S. HERBERTE.
VALSE..... "Perché Non Vieni Ancora."
Mrs. DAVE CARSON.
FANTAISIE VIOLIN..... "Le Cieux."
Mons. SEMELADIS.

AN INTERVAL OF FIVE MINUTES.

The evening's entertainment will terminate with Byron's Glorious and original Burlesque, derived partly from the Ballad, partly from the Drama, and very considerably from Original Sources, entitled,

THE BABES IN THE WOOD.

Sir Rowland Macassar (the remorseless Uncle," whose care his elder Brother has left his pledges to)	Mrs. H. Richardson.
Sir Roderick (youths of good presence Sir Rupert (but tender parts)	Mr. Deering. Mr. Cooke.
Tommy (Sir Rowland's Nephew and Sally (Niece, very dreadful children indeed)	Mr. F. D. Haygarth. Miss Fanny Wiseman.
Smith (the first ruffian—a mysterious creature, who eventually proves to be by no means black as he is painted)	Mr. Dave Carson.
Brown (the second ruffian—a villain of a deeper dye)	Mr. W. South.
The Family Physician	Mr. C. Cull.
Lady Macassar (Sir Rowland's aider, and a better-half, who, although she allows him no will of his own, assists him in appropriating his brother's)	Mr. F. H. Pollock.
Miss Jones (Nursery Governess)	Mr. H. Richardson.

SYNOPSIS OF SCENERY, &c.

Scene I.—Courtyard of Macassar Hall.

Opportune appearance of "The Early Village Cock"—Bachelor regrets on the part of Sir Rowland, and harrowing interview with the stern Lady M, who introduces her black arts and her black-guards.

THE COMPACT !

Scene II.—School-room at Macassar Hall.

Miss Jones's situation no sinecure, and no sign o' cure for it—A resolution in a small way—The Babes ordered away for change of hair.

Scene III.—The Wood.

An interview between Smith and Thomas, which may perhaps be looked upon as a plagiarism from King John, but, n'importe—The second Ruffian offers a compromise, which is rejected—Dissolution of partnership—Smith takes his steel, and Brown gets his gruel—Dreadful combat, and die-v results.

Scene IV.—Chamber in Macassar Hall.

The Haunted Uncle—First Ruffian intends being communicative to the audience, but, thinking better of it, isn't—Lady Macassar having "supped full of horrors," suffers from the midnight consequence of that injudicious meal.

In which remorse may be gathered from Rowland's tone—The Babes literally in and "up a tree"—Sir Rowland's vulture-like disposition changed to that of dove by a successful Coup—Unexpected appearance of "Big Brother Bill"—General reconciliation.

PRICES OF ADMISSION.

Dress Circle	Rs 5
Stalls	4
Upper Circle	3
Pit	1

Reserved Seats may be secured at Messrs. Soundy & Co.'s, where a plan of the Theatre can be seen.

Doors open at 8-15. Performance commences at 9 o'clock.

Stage Manager ..... Mr. H. RICHARDSON.
Acting Manager and Treasurer ..... Mr. W. BURTON.
Musical Director ..... SIGNOR ZELMAN.

NEXT PERFORMANCE

ON

SATURDAY, DECEMBER 4TH, 1869,

On which occasion

A CHANGE IN THE PROGRAMME

Will be presented.

FREERE LAND COMPANY, Limited, (in Liquidation).—NOTICE is hereby given, that all persons having CLAIMS on the above Company are requested to SUBMIT the same to the undersigned for ADJUSTMENT on or before the 20th December 1869, after which date no Claims will be admitted, and the liquidation of the Company will be finally closed.

BYRAMJEE CURSETJEE, Liquidator.

1, Church Street, 19th November 1869.

FREERE LAND and RECLAMATION COMPANY, Limited (In Liquidation).—NOTICE is hereby given, that all persons having CLAIMS on the above Company, are requested to SUBMIT the same to the undersigned for ADJUSTMENT on or before the 20th December 1869, after which date no Claims will be admitted, and the liquidation of the Company will be finally closed.

BYRAMJEE CURSETJEE, Liquidator.

1, Church Street, 19th November 1869.

THE COMMERCIAL, FINANCE, and STOCK EXCHANGE CORPORATION, Limited, (Under Liquidation.)—A GENERAL MEETING of the SHAREHOLDERS of this CORPORATION will be HELD on SATURDAY, the 18th December, at 3 P.M., at the office of Messrs. Hearn, Cleveland, and Pelle, Solicitors, to transact the following business :—

To receive the final Statement of Accounts and Report of the Liquidators.

To pass a resolution that the Corporation be finally wound up.

To pass a resolution as to with whom the amount of the unclaimed dividends be deposited, and with whom the Books and Vouchers of the Corporation should be kept, and under what conditions.

And to consider any other matter or matters which may be brought before the Meeting.

G. S. CLAY,
CURSETJEE HORMUSJEE, } Liquidators of the Commercial, Finance, and Stock Exchange Corporation (Ld.)

Bombay, 15th October, 1869.

MAZAGON LAND AND RECLAMATION COMPANY (Limited).—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the Mazagon Land and Reclamation Company (Limited) will be held at the Registered Office of the Company, in Elphinstone Circle, on WEDNESDAY the 8th day of December proximo at 3 P.M., for the purpose of considering and, if so determined, confirming the following Resolutions passed at the adjourned Extraordinary General Meeting of Shareholders held on the 12th instant :

"That the Mazagon Land and Reclamation Company, Limited, be wound up voluntarily."

"That Mr. James Dickson and Mr. Byramjee Cursetjee Ghandy be, and they hereby are, appointed Liquidators of the Mazagon Land and Reclamation Company, Limited, at a remuneration of Rs. 1,000 each."

"That the Liquidators be, and they hereby are, authorized to exercise all the powers given by Section 174 of Act 10 of 1865."

The Transfer Books will be closed on the 7th and 8th December.

By order of the Board of Directors,

RITCHIE, STEUART, & Co.,
Secretaries and Treasurers.

Elphinstone Circle, Bombay, 22nd November 1869.

NOTICES.

NOTICE of REMOVAL.

WE have THIS DAY REMOVED our BUSINESS from 1 Hummum Street to 9 Church Gate Street, the same house that the Government Telegraph Department has occupied for the last three years.

J. & W. WATSON & Co.

1st November, 1869.

ROYAL BANK of INDIA (in Liquidation).—NOTICE is hereby given, that on and after the 1st December next, a FOURTH DISTRIBUTION, at the rate of Rs. 5½ per share, WILL BE PAID to the Registered Shareholders at the Bank's Office in Meadow Street.

It is requested that Shareholders should attend in person or appoint Attorneys to collect this Distribution and should bring their Certificates of Shares for registration.

The Transfer Books of the Company will be closed from the 25th instant to the 4th proximo.

SADANAND BALCRISHNA, Manager.

Bombay, 20th November 1869.

FINANCIAL ASSOCIATION of INDIA and CHINA, Limited, (in Liquidation).—NOTICE is hereby given, that a SIXTH DISTRIBUTION of the ASSETS of the above Association, at the RATE of Rupees EIGHT per share, will be made at the Offices of the Association, No. 23, Apollo Street, Bombay, on WEDNESDAY the 24th instant, and every evening Wednesday, up to the 22nd December, next, between the hours of 11 A.M. and 3 P.M.

Shareholders will be required to produce and deposit their Certificates four days previous to date of payment.

P. DEWAR, Attorney for Liquidator

Bombay, 16th November, 1869.

TENDER for LANDING COAL.—The BOMBAY GAS COMPANY, Limited, invites TENDERS for the LANDING and CONVEYANCE of COAL from ships in the Harbour to the Gas Works at Chinchpoogly during the year 1870. The Specification can be seen, and all information obtained, at the Office, 1 Church Lane, Fort. Sealed tenders, endorsed "Tender for Landing Coal," to be addressed to the undersigned, and sent in at or before noon of the 10th December. The Company does not undertake to accept the lowest or any other Tender.

C. GAUDON,
Resident Engineer and Manager.

Bombay, 29th November 1869.

IMPORTANT NOTICE.

"AUX VILLES DE FRANCE,"

6, Hummum Street, Fort, Bombay.

WE BEG to CALL SPECIAL ATTENTION to the arrival of our NEW STOCK for the SEASON.

Every description of Millinery, Hosiery, &c., &c., received by each Overland Mail.

Always on hand a large assortment of Ladies' Hats and Bonnets, Chignons, Corsets, Gloves, Umbrellas, a d a splendid Selection of Jewellery.

Ladies' Dresses, Hats, and Jackets, &c., can be made to order on the premises. MEIFFRE, NEVEU, & Co.

SAMUEL LAWFORD ACLAND, deceased.

Pursuant to Act XXVIII of 1866 of the Legislative Council of India, entitled, "The Trustees and Mortgagees' Powers' Act, 1866," NOTICE is hereby given, that all persons being Creditors of, or otherwise having any claims upon, or against, the Estate of Samuel Lawford Acland, late of Bombay, Solicitor, deceased, who died at Nice, in France, on the 30th day of April, 1868, and Probate of whose Will was on the 11th day of June, 1868, granted by the High Court of Judicature at Bombay to Henry Prentis, presently residing at Bombay aforesaid, one of the Executors named in the said Will, are required on or before the 30th day of November, 1869, to send to Messrs. Acland, Prentis, and Bishop, of Bombay, Solicitors of the said Executor, the particulars of their claims upon or against the said Estate, and that at the expiration of such time the Executor will proceed to distribute the Assets of the said Testator amongst the parties entitled thereto, having regard only to the claims of which he shall then have notice.—Dated this 28th day of Sept., 1869.

AUCLAND, PRENTIS & BISHOP, Solicitors, Bombay.

NOTICE.—TENDERS will be received at the Office of the Superintendent of Marine, up to 1 P.M. on TUESDAY, the 8th instant, from persons willing to supply SHIP TONNAGE, for the conveyance from Muscatoe or Calcutta of about (60) Eighty Tons of Amanderi Coir, to the same more or less, which is now ready for Shipment, without delay.

2. The Tenders must specify the rate per ton of (4) four Candies, or two thousand two hundred and forty (2,240) Pounds, and the time when the Vessel will be at Mangalore to receive the Coir.

3. The Coir will be placed on board in Bundles, which must be preserved entire and delivered at Calcutta in like good order and condition according to weight.

4. The Master of the Vessel, or authorized Agent for the owner at Mangalore, will be required to see the Coir weighed and the Bundles counted and to sign the Bill of Lading or such other document connected with the lading of the articles, as the Acting Collector of South Canara may require of him.

5. The Freight will be paid in Calcutta on the completion of the delivery of the Coir, in conformity with the terms of the Bill of Lading.

6. The Superintendent of Marine does not bind himself to accept the lowest or any tender.

By order of the Superintendent of Marine,
GEO. INGLE, Secretary.

Superintendent's Office, Bombay, 23rd November 1869.

TENDERS will be received by the Superintendent of Marine up to 1 P.M. on THURSDAY next, the 2nd proximo, for the CONVEYANCE INTELLIGENCE to the ANDAMANS of about one hundred and thirty-seven Native CONVICTS, with two Native Warders and the proportionate Military Guard, and one subordinate Medical Officer, for which Batter Officer a Cabin Passage and First Class Rations must be provided.

Fifty days' Provisions, Water, Firewood, &c., for the whole of the above party, and fittings for the Convicts only, are to be supplied by the Owners, Agents, or Masters of the Vessels, the Provisions put on board being subject after shipment to the inspection of, and re-rejection by, the Executive Commissariat Officer at the Presidency.

4. Any surplus of Provisions, &c., that may remain on board at the end of the voyage may be landed with the Authorities at Port Blair, and the cost of the same, at the rate at which they were purchased, will be repaid by Government to the Owners, Agents, or Master of the Vessel in Bombay on receipt from the Authorities at Port Blair of a list of the articles made over to them.

5. For any inferior issue of Provisions during the voyage, the Owner, Agent, or Master of the Transport shall pay to Government double the amount of the losses (as passed by the Survey Committee) which would have otherwise been consumed, the payment to be made before receiving the final modicum of the Passage Money.

6. The words "Tender for Convicts" should be superscribed on the Cover.

The Agents of Vessels tendering should distinctly state the exact date on which the Vessel will be ready for final survey.

8. The Superintendent of Marine does not bind himself to accept the lowest or any Tender.

By order of the Superintendent of Marine,
GEO. INGLE, Secretary.

Superintendent's Office, Bombay, 25th November 1869.

WENHAM LAKE ICE COMPANY,
No. 9, MARINE STREET.

WE beg to call particular attention to the following announcement :—

1st. To our stock of Ice stored up at present, Three Thousand and five hundred Tons.

2nd. Prices of Ice.—As regards the price of Ice, we are not bound to any particular sum. Larger buyers will have an advantage over small ones. Steam Ship Companies, Transports, out-station Ice Depots, will find it to their advantage to communicate with us.

3rd. Advantages offered to regular constituents or Book Customers.—We issue Pass Books, which are a great convenience, and serve to insure against fraud. In addition to convenience and protection against fraud, book customers as well as regular out-station constituents have a great advantage in being sure of supplies of Ice at all times at not above one anna per pound, or less than an anna if our tariff is temporarily lowered. There is often a scarcity of Ice in Bombay. In times of scarcity, if we have reason to suppose that our supply will not be sufficient for the entire public, we shall only sell (except in cases where Ice is required for illness) to our book customers here and at out-stations. Even if we had sufficient supplies of Ice for all consumers here and at out-stations, we should feel justified in raising our price to all save book customers.

With a safe supply of Ice at present, even if one or more vessels are lost at sea, and with the disadvantages we offer regular book customers here regular constituents at out-stations, Steam Ship Companies, Transports, &c., we trust the Wenham Lake Ice Company will meet with a continuance of the public patronage which has been given to it since its inauguration, and which we are most happy to say has daily increased.

FARNHAM & Co.

KEROSINE OIL STREET LIGHTING.—It is now some two years or more since we first called the attention of Municipalities and the Public to the great advantages Kerosine Oil offered to any city for gas for street lighting, or for any out-door lighting where a lamp is required that neither wind nor rain affects or for lighting Railway Stations, Factories, Verandahs, &c., &c. The demand for our lamps has steadily increased from month to month, and frequently we have not had sufficient in hand to meet indents on us. We are now, however, in a position to meet all demands for those lamps, having in Godown at present a large stock of Victoria and Washington Street Lamps, as also a stock of the internal parts of these Street Lamps, which can be used in any ordinary street lantern. We have on the way consignments of the same kind of lamps, also consignments of their "internal parts."

The advantages of our Lamps for Street, Railway, Garden, and Verandah lighting, &c., are enhanced—

1st. By their cheapness. There is no lamp offered for sale in India that is so cheap; and we make the most liberal discount to large buyers.

2nd. The cheapness of Kerosine Oil. It is cheaper than Cocoanut or Castor Oil, and is, of course, very much cheaper than gas.

FARNHAM & Co.

TOBACCO.—We beg to call special attention to our stock of Tobacco in hand at present; we have in our Godowns ample supplies of Golden Orange Honey Dew, ½ lb. lump Tobacco.

We have also large supplies of Virginia Plum, ½ lbs., Nation's Pride ½ lbs., Braggs ½ lbs.

Prices of Tobacco.—We beg

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

MONDAY AFTERNOON.

MARKET opened dull, but in the afternoon there were demands for Colabas and Mazagons at Rs. 1,750 and 1,335 for time, respectively. Cash rates were still lower.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nominal value of sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	10 p.c.	Agra Bank	120
22,000	1,000	all	8 p.ct.	Bank of Bengal	1,550
10,000	500	all	5 p.ct.	Ditto of Bombay New	632½
10,000	500	100		Ditto 2nd Res. Issue	311
5,250	1,000	all	12 p.ct.	Ditto of Madras	1,550
30,000	250	all	6 p.ct.	Chartered Mercantile Bk. of L. & China	230
40,000	200	all	6 do.	Chartered Bk. of I. & C.	190
37,036	250	125	8 do.	National Bank of India	134
60,000	250	all	12 do.	Oriental Bank	440

COMPANIES IN LIQUIDATION.

5,000	1,750	Nov. '68		Back Bay Co.	585
3,500	2,400		...	B'bay & Bengal S. S.	100
5,000	2,400		...	Bombay Ship Co.	100

RAILWAY COMPANIES.

...	£2	218.3.6	5 p. c.	G. I. P. Railway Consolidated Stock	237
...	£2	109.1.5	do.	Do. New £20 shares	198
...	£6	63.10.2	do.	Do.	
...	£100	1,000	do.	B. B. & C. I. Railway Co.	1,100
...	£15	196.5.1	do.	Do. New Shares	195

LAND COMPANIES.

4,000	2,000	all	Rs. 65	Colaba Land Co.	1,700
10,800	100	all	Rs. 30	Elphinstone Land	3,010
10,800	1,000	650	11-14	Do. New	640
8,000	150	all	Nil	Prove Land & Pier Co. Ld	190
2,000	5,000	4,000	Nil	Mazagon Land	1,250
5,000	2,000	1,400	Nil	Port Canning	330

PRESS COMPANIES.

150	5,000	2,250	250 p.	Akbar Cotton Press Co.	2,250
200	2,000	1,100	100 do.	Albert Co. Kurrachee	625
250	3,000	550	60 do.	Alexandra Press Co.	500
	12,000	4,000	2000 do.	Apollo Press Co.	8,000
200	2,000	all	375 do.	Bombay Press Co.	2,125
200	500	all	325 do.	Do. New	530
800	1,800	all	800 do.	Colaba Press Co.	9,000
250	5,000	all		East India Press Co.	1,125
150	8,500	all	1000	Fort Press Co.	9,800
300	2,000	1,200		Framjí Cowasjí Press	1,050
200	6,000	all	240 p.	Hydraulic Press Co.	3,100
1000	5,000	2,000	100 p.	Kurrachee Press Co.	800
2,500	1,000	500		Mofus. Press & G. Co.	250
125	2,500	all	350	Prince of Wales Press	3,000
220	2,000	750	200 p.	Victoria Press, Madras	1,050
150	2,000	all		Timevelly Press Co.	1,000

(* Per share for the half-year.)

EXCHANGE.

On	Terms.	Rate.
London	At sight	1s. 11 7/16d. to ½d.
London Banks	6 months' sight	1s. 11 13/16d.
Do. Credits	6 do. do.	1s. 11 14/16d. to 15/16d.
Do. Documents	6 do. do.	2s. 1/16d.
Calcutta	At sight	100½
Do.	30 days' sight	100½
Do.	60 days' sight	99½
Madras	At sight	100½
Do.	30 days' sight	99½
China	60 Do. do	222

PRICES OF BULLION, &c.

Sovereigns each	Rs.	10-6
Bank of England Notes	,,	10-4
Carolas	,,	220
Mexican Dollars	,,	220
Five-Franc Pieces	,,	203
Bar Silver	,,	106-1
Gold Leaf	,,	15-10
Bar Gold 10 oz. English	,,	16
Australian Gold	,,	196-9

BANK OF BOMBAY.

Government Securities	4 per cent.
Mercantile Bills	6 ,,

GOVERNMENT SECURITIES.

Five-and-a-half per cent	113
Five per cent.	106½
Four per cent.	94½
Five per cent. (Public Works Loan)	104
Five per cent. Debenture Loan 1865-67	105
15 years' Debenture Loans	109 nominal
10 years' do. do	107½
6 years' do. do	105
Six per cent. Municipal Loan House Rate	104
Do. Do. Market Rate	103½

CALCUTTA.—24TH NOVEMBER, 1869.

Government Securities.—The purchases reported were only for small sums, to complete investment orders, at the following rates:—4 per cents. at Rs 94-0 or 6-0 discount, and 5 per cents. of 1956-57, at Rs 104.

6 per cent. Muncipal Debentures, sold at Rs 107-0 and 107-2, and small pieces, at Rs 107-4.

The following transactions were reported in shares:—

National Bank shares, at Rs 135.

Hindu Bank shares, at Rs 575 and 580.

Bengal Coal Co's shares at Rs 1,500.

Brunton Patent Press Co's shares, at Rs 170.

East Indian Railway Stock, at Rs 243 per £20.—*Englishman.*

MILITARY.

ARRIVALS.—NOVEMBER 29.

Selby, Ensign, 92nd Highlanders, to join, from England.

Kennedy, Ensign, 79th Highlanders, to join, from England.

Boyd, Major, 11th Regiment N. I., on leave, from England.

Hilson, Surgeon, Bengal Medical Department, on furlough, from England.

Wallace, Major, B. Staff Corps, on furlough, from England.

Carnegy, Lieutenant Colonel, Assistant Adjutant General of the Army, on duty, from Poona.

Keen, Captain, 1st Punjaub Infantry, on furlough, from England.

Webster, Major, 9th Regiment Bengal N. I., on furlough, from England.

Finden, Assistant surgeon, Bengal M. S., on furlough, from England.

Fellowes, Captain, Brigade Staff, on furlough, from England.

Schneider, Colonel, Staff, on duty, from Poona.

Miller, Surgeon, Medical Establishment, on leave, from Sholapore.

Wilson, Ensign, 40th Regiment, on leave, from Deesa.

DEPARTURES.—NOVEMBER 29.

Collins, Inspecting Veterinary Surgeon, on duty, to Poona.

Adam, Captain, 22nd Regiment N. I., on leave, to England.]

GENERAL ORDERS BY THE GOVERNMENT OF MADRAS.

(*Fort St. George Gazette*, Nov. 23.)

Mr. A. C. Lawford, Executive Engineer of the second grade, one year's furlough to Europe, under the Uncovenanted Service Absentee Rules.

Lieutenant James McKay MacDonald, of the European Veterans, to act as Cantonment Magistrate at Palaveram, during the absence of Captain Hewetson on leave, or until further orders.

Assistant Surgeon William Evatt Wright, Acting Zillah Surgeon of Guntoor, to act as Superintendent of the Jail at that station.

Messrs. Henry Martin Winterbotham and Gordon Thomson Mackenzie are admitted as Members of the Madras Civil Service from the 19th instant, the date of their arrival.

MILITARY DEPARTMENT.

Colonel P. B. Roe, Her Majesty's 3rd Battalion 60th Rifles, to be Adjutant General, subject to the confirmation of Her Majesty's Government, vice Colonel Robertson, deceased

Lieutenant C. L. C. deRobeck, of Her Majesty's 3rd Battalion 60th Rifles, is re-appointed Aide-de-Camp to His Excellency the Governor.

The undermentioned Officers are permitted to proceed to Europe:—

Major W. A. Deey, Staff Corps, 2nd in Command and Wing Officer 14th Regiment Native Infantry, on furlough for two years, to embark from Bombay.

Major S. New, Staff Corps, doing general duty in the Northern Districts, on furlough for 2 years, to embark from Bombay.

Lieutenant A. R. Edgcome of the Royal Madras Engineers, Executive Engineer Fourth Grade, Kistnah District, on furlough for two years, to embark from Madras.

The undermentioned gentlemen are admitted as Assistant Surgeons on the Madras Establishment.

Messrs. Michael Edward Murphy, M.D., William Price, M. D., Samuel Mathias Tyrrell and Joseph Backhouse.

Madras Staff Corps.—The following Promotions are made, subject to Her Majesty's approval:—

Captain Frank Horsley, having completed 29 years service, to be Major, from the 20th November 1869.

Lieutenant Henry William Holmes Cox, having completed 12 years' service, to be Captain, from the 20th November 1869.

Madras Volunteer Guards.—The Right Honorable the Governor in Council is pleased to make the following appointment and promotions:—

Mr. Samuel Maurice Johnson to be Ensign in No. 6 Company.

Ensign James Stiven of No. 2 Company Samuel Bates, of No. 1 Company,—To be Lieutenants, to fill existing vacancies.

SHIPPING.

DAILY FREIGHT REPORT—29TH NOVEMBER.

London	Cotton	£2 5s. 0d.	Nom. p. ton
	Cases	£2 0s. 0d. to £2 5s. 0d.	,,
	Seeds	£1 10s. 0d.	,,
	Iron Ships Cotton	£1 5s. 0 f. to £1 7s. 6d.	,,
Liverpool	Wooden Ships	£1 5s. 0d.	
	Myrabolms & Coir bills	£0 10s. 0d. to £0 12s. 6d.	
	Seeds	£0 15s. 0d. to £1 0s. 0d.	
Havre	Cotton	£2 0s. 0d.	Nominal
	Coffee	Nominal	
Overland	Steamers	£3 0s. 0d.	Nominal
	Steamer Cotton	Rs. 3 to 4	per bale.
China	,, Opium	Rs. 25 to 30	per chest.
	Sailing Ships		Nominal
Calcutta	Salt	Rs. 3 0 0 to 4 0 0	per ton.
Calcutta to Bombay	Charges	Rs. 13 to 14 and Calcutta Port Charges	
Mauritius		6 annas per bag	nominal.

ARRIVALS.

Nov.	Vessel.	Commander.	From.
29	Fathe Salem	Lemon	Calcutta, May 27.
	Lady Nyassa (s)	Nacoda	Gogo, Nov. 27.
	Phlox (s)	Baker	Carwar, Nov. 26.

DEPARTURES.

Nov.	Vessel.	Commander.	Destination.
29	Allum Ghur	Williams	Calcutta.
	Coldstream	Ponsonby	Cochin.
	M. S. Elphinstone (s)	Dupuy	Goa.
	Sir J. R. Carnac (s)	Guinzlar	Coast, &c.
	Krishna (s)	Cradock	Aden, Jeddah and Suez.
	Abyssinia (s)	Templeton	P. Gulf via Kurrachee.

The ship Sir John Lawrence, Stabb, bound to Colombo, obtained her port clearance yesterday.

The following vessels began to load yesterday:—

Steamer Bombay, to China, &c.

Steamer Phlox, to Coast and Goa.

Ship Cutch Merchant, to Calcutta.

BENGAL.

The Telegraph of November 24th has the following:—

ARRIVALS—Steamer Simla, R. B. W Woolcott, Suez 31st October, Aden 6th November, Galle 15th, and Madras 19th November.

DEPARTURE—Barque Lady Rawinson.

MADRAS.

DEPARTURES—November 24th, Helen Wallace, ——Liverpool, and Burmah (s), Lowis, Calcutta.

Passengers sailed per s s Burmah—For Bimlipatam—Mr W W Aristidiant, Mr R W Chew, Mr J A Way, Mr F A Hadams, Mr T W Claudius, Mr W Pettigrew, Mr A Cooper, Mr R Trowman, Mr E Atkins and Mr J N Savoy.

For Coconada—Dr and Mrs Boulth.

For Calcutta—Mr T Burnald and Mr J Weston.

JOB PRINTING in all its BRANCHES.—Ornamental Printing in Colours and in Gold. Bills, Broadsides, Theatrical and Musical Programmes, Cards of all descriptions; Banking and Mercantile Ledgers, Memo. Heads, &c., &c.; Machine-ruling and Paging, and Bookbinding. Estimates forwarded on application to the Manager.
BOMBAY GAZETTE STEAM PRESS.

COPPER-PLATE PRINTING, ENGRAVING, &c.—VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, and at moderate prices. Specimens may be seen at the Office of the Bombay Gazette" Press.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to those two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the public, all alike value the privlege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcements at Railway Stations a decided means of extending their business.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the public.

Terms of Advertising may be learned on application to the Manager, "Bombay Gazette" Press.
"Bombay Gazette" Press, 1869.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATH.

MACPHERSON—November 28th, on board the s.s. Behar, on the voyage from Suez to Bombay, Mr. Simon MacPherson, Officer in charge of H. M.'s Mail, deeply regretted.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."
Bombay Gazette Office, Bombay.

The Bombay Gazette

TUESDAY, NOVEMBER 30, 1869.

WHILE the present disestablishing *mania* lasts, we hope that somebody will have the humility to fly at such low game as the test books which are used in the ordinary, and, what may be termed practical, examinations in the Indian Vernacular languages. It has always been a subject of surprise to us, that this matter has not attracted attention to itself before. To all well regulated minds, impressed with a due perception of those simple facts that life is short, and knowledge pleasant, and who have been exposed to the worry of acquiring a literary acquaintance with what are somewhat pompously termed the "languages of Hindustan," it cannot have failed to have been a matter of peculiar aggravation that they should have been compelled to pass several hours a day, month after month, in translating such stupendously silly stories as those which fill the bulk of the so-called standard works of Native authors. We are perfectly well aware that, even at this point, we shall have drawn an indignant snort of othodox horror from certain quarters, but we are quite prepared for it; and are, we flatter ourselves, capable of disposing of the few arguments which can, with any seriousness whatever, be urged against us, when we say that, so far as the lower standard examinations go, the test books are wholly ridiculous in point of matter; and very nearly so in point of common utility. The position we take up is this:—1. That the object of any ordinary examination in the vernacular, is to secure a sound, practical, colloquial acquaintance therewith, based upon a fair conception of its literary character, and compass. Admitting the existence of important exceptions, it may be fairly laid down, as a strengthening proposition that the colloquial is the only portion of the vernacular of this country, which Europeans find of the slightest service to them. That such a colloquial knowledge is eminently necessary, that, indeed, it is absolutely indispensible, it would be time thrown away to insist upon. But for seventeen, we might say nineteen, out of twenty European officials in India, a colloquial acquaintance with one or more of its dialects, is quite as much as either their efficiency, or their convenience requires of them. The official who should speak fluently, from a knowledge based upon a conception of the grammatical and orthographical structure of one of these dialects would possess a conversational advantage (which might, or might not, remain latent) over the man who also possessed a fluent conversational acquaintance with the same dialect, but nothing more. Nevertheless, when the literary part of a man's studies in the vernacular have founded, as it were, his conversational powers on a grammatical basis, in the percentage we have mentioned, that literary part is cast aside, and forgotten so far as all practical purposes are concerned. 2. That the simplest method of giving a literary basis to a man's colloquial knowledge of a dialect, is to train him upon models written in the style, and confined to the language, which he will himself be called upon to use in speaking. To illustrate this, we will suppose a Hindu in England is being instructed in the language, not so much for an educational purpose, as for one of practical application to the business which forms his daily occupation. Very good. Now, how should he be set to work? Should we give him speeches in Parliament, Macaulay's Essays, Dickens, Trollope, and Thackeray, Arnold, Milman, and Kinglake, and perhaps Tennyson, to translate from? or should we give him Richardson, Congreve, Sir Thomas More, or, perhaps, some of the writers of the fifteenth century, and Chaucer, to form himself upon. The answer is, that, if we wish to give him an idea as to what plain forcible work-a-day English is, in its best and most carefully arranged dress, we should set him to work upon the former; whereas if we merely intend him to comprehend how Claressa Harlowe spoke, or what was the queer phraseology of the days of Henry VIII. and desired that he should out-do some of his educated countrymen in India, in speaking English after such a high flown stilted fashion, as to be half unintelligible even to a quick witted Englishmen, and wholly absurd, we should, as a matter of course, adopt the latter. Now, the latter system is precisely the one adopted in the selection of the test books, which the candidate for lower standard certificates from the Vernacular Examination Commissioners in India is compelled to study. Take that triumphantly nonsensical book the Bagh o' Behar—which is merely a collection of prurient, child's tales, the chippings as it were, of a second-hand Arabian Nights, and try and find one single argument in favour of its retention as the standard test book in the Hindustani language, which cannot be effectually extinguished by the application of a little common sense. There is not a single idea in it which repays an adult European for the trouble of extraction; and it is, from end to end, so wearisome in its childishness, that the never particularly agreeable occupation of translation is rendered doubly unpleasant by it. The only respectable answer which can be made to these objections is, that the work is classically written, by a man who possessed a scholarly acquaintance with the Urdu language. Just so:—and it is for that very reason that, over nine-tenths of India, it is inapplicable as a guide to a man seeking to acquire a colloquial knowledge of the language for practical purposes. Mir Amman, to the bulk of the people of the classes of those to whom the bulk of Anglo-Indians have to speak Hindustani, was what Tennyson, or Lord Lytton, or Carlyle are to the bulk of *their* countrymen. The language which he used was that of a court; and was adopted by one who was himself of a courtly disposition. But one might as well speak like Zanoni, or use the phraseology of *In Memoriam* to an English hostler at a country inn, or to a London policeman at a busy street crossing, as the high flown, polished Urdu of Mir Amman, bedecked as it is with Arabic, Sanscrit, and Persian words, to a native clerk, shopkeeper, soldier, or policeman. Even many professing Moonshees cannot comprehend certain portions of his work; and a good half of them fail painfully in rendering his flowery periods into every day English. So that it comes to this, that, while one must do one of two things: Either read the book skippingly, steadily forgetting all such portions as seem to be too high soaring for the general intelligence:—or do the thing thoroughly; yet if one do the first one loses even the sole advantage which the book can really claim to confer, that is to say, an elegant method of expressing oneself in vernacular, according, to a first class fastidious model; while if one do the second, this happens, that one learns one language and speaks another; that one studies one style, and uses another; that one acquires laboriously the command of a number of words and phrases, which, when acquired, are, except within a very limited area, of as little use to him for practical purposes, as so much Gallic. Of course, if a man be going in for honours in Eastern Philology, or if he be in one of those rare positions wherein a critical, and, what may be termed an out-flanking knowledge of Hindustani, is required, the thorough acquisition of a style such as that of the Bagh o' Behar is a comprehensible advantage; but considering how vast a majority merely look to the acquisition of so much of the vernacular as will efficiently carry them through the ordinary work, such a style would be a useless incumbrance and the time spent in its acquisition just so much time lost. And, be it remembered always, that while a good literary knowledge of English enables the Native to avail himself of all the vast treasures of science and philosophy, art and history, embedded therein, the acquiring of an equally sound knowledge of an Eastern classical language (if one may so say) not only robs one of time which might have been most profitably employed over the works of the great authors of modern Europe, but does not open to them any corresponding treasures in the language they have acquired. One might learn to read German within the time it takes a grown up busy man to learn to read Hindustani with ease and pleasure to himself; but compare the resulting advantages. They are almost incapable of comparison. We propose then—What? Why this;—that, some day to come, when the Government shall have once more a little pocket money to spend, it should depute one or more of the B. A. triumphs of the Indian Universities to translate into the various dialects, in which Europeans are examined, certain well selected passages from standard English authors; as also from Hansard, from Government proclamations, from the Codes; and other sources of practical modern English. The copyrights of these being retained by Government would repay the outlay; and if given to the candidate to construe, after a preliminary perusal before the examiners, and supplemented by a passage from a Native newspaper, it would be at once seen whether or not the candidate possessed a fair general acquaintance with the language, as ordinarily used; and what is more, would save him, while studying, from having to bring his intelligence into daily, contact for months with what may be described as being so many literary emetics. The grand advantage, however, would be, that every word and phrase a student then learned, would be of practical every day use to him. Will somebody see to this?

COLONEL P. B. ROE, 3-60th Rifles, has been gazetted to the appointment of Adjutant General of the Madras Army.

The movements of the K. and head quarters of the C Company, Sappers and Miners, to Bellary and Gooty respectively, have been cancelled by order of the Madras Government.

WE learn from a Madras paper of a serious illness of Colonel Denison, President of the Madras Municipal Commission, arising from sunstroke, received in the Lall Bagh while he was pursuing his favourite occupation among the ferns there.

THE rumour that H. M.'s 45th Foot will proceed to Bangalore, temporarily to relieve H. M.'s 2-19th, is (says the "Madras Athenæum") incorrect, but the detachment of 3rd Battalion 60th Rifles, at present at Bangalore, has been ordered to hold fast, pending the arrival of the 1-21st Fusiliers from Kurrachee.

IT is reported from Palamcottah that a very high flood occurred in the river on Sunday the 14th. The water began to rise about 10 P. M., and by 8 A. M., on the 15th, the villages on the banks of the river were under water. The Superintendent of police, adds the "Madras Times," was fairly driven out of his house, and the station Judge made his escape in a chair, carried on two poles.

THE "Overland Mail" of the 5th inst. understands that "at the last meeting of the Council at the India Office the expenditure of £10,000 was sanctioned to cover the cost of presents to be bestowed by the Duke of Edinburgh on the Native princes of India. A large number of costly articles, destined for presentation by His Roya Highness, were taken to the India Office for approval this week."

A MEETING of Europeans and Natives was held at Calcutta, on Thursday last, to consider what measures should be adopted to do honour to His Royal Highness the Duke of Edinburgh, on the occasion of his visit to that city. The following resolutions were carried:—

1st.—That in the opinion of this meeting, it is desirable that all classes of the community, both European and Native, should unite for the purpose of doing honor to his Royal Highness the Duke of Edinburgh, on his arrival in the british metropolis of the East.

2nd.—That an address be prepared from the Municipal Corporation, in which all classes be invited to join, for the purposes of welcoming His Royal Highness to the metropolis of India, and conveying to His Royal Highness the earnest expression of the loyalty and devotion of the community towards Her Most Gracious Majesty the Queen of England and Empress of Hindoostan.

3rd.—That as a further mark of respect to His Royal Highness, the principal public ghants and places be illuminated, and that the cost thereof be defrayed by public subscription. That in addition to the above, the residents of principal streets and thoroughfares be invited to illuminate their own places of abode or business.

And by a fourth resolution a committee was appointed to prepare and present the address to His Royal Highness and to give effect to the third resolution to the extent of the funds subscribed, Baron Dowleans to act as Secretary to the Committee.

A CORRESPONDENT writes to us—"I am happy to say that it is reported in the camp of Khundwa that an order will shortly arrive from Head-Quarters directing the 8th (King's) to relieve the 95th Regiment at Mhow, instead of the 1st (Royals) at Nusseerabad, as was at first ordered. The reason assigned for this change in the destination of the 8th Regiment is the frightfully unhealthy state of the country between Mhow and Nusseerabad, no less than 100 Natives having died of cholera in 16 hours at one of the places on the line of march between those stations. It is also reported that the 1st (Royals) are not to be relieved at all, but are to be sent to some other station, without any European Regiment being sent to Nusseerabad in their stead, on account of the awful unhealthiness of the climate of Nusseerabad, especially as regards Europeans, and the utter absence of any necessity for European troops at that station. Strange to say, however, no alteration is reported about the destination of the D 9 Battery of Royal Field Artillery. Surely the authorities do not mean to doom them to death by compelling them to march through the famine and pestilence-stricken country between Mhow and Nusseerabad, with the object of stationing the remnant that will arrive, at the latter place, lwhich bitter experience has compelled the authorities to admit to be fatal to European life. The last time we had a fatal march in Central India, questions were asked about it after our soldiers had been destroyed, and the fault was bandied about, like a shuttlecock, between the Quarter-Master-General, the Adjutant-General, the General of Division and other authorities, until it was impossible to see with whom it rested. Would it not be better to take time by the forelock in the present instance, so that we may know whom to impeach if D 9, one of the finest batteries in the service, is decimated?"

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

THE SUEZ CANAL.

LONDON, 23RD NOVEMBER.

The Empress Eugenie left Suez yesterday in the Aigle for Port Said.

Several steamers have grounded in the Canal, but have been got off without difficulty.

Messrs. Rochefort, Cremieux and Arago (sic) have been elected for the French Chambers. Mr. Felix Pyat has been rejected.

LONDON, 17TH NOV., AFT.

The Liverpool Cotton Market to-day was less active, but steady.

Fair Dhollera 8¾d

At the Periodical Biddings to-day, for Government Bills on India, £182,000 was allotted to Calcutta, and £18,000 to Madras. The minimum rates fixed was 1s. 11d. Tenders at 1s. 11¾d. receive 29 per cent. above in full.

The ship Mahableahwur has arrived from Bombay.

LIVERPOOL WEEKLY COTTON REPORT.

LONDON, 19TH NOV., NOON.

Total Weekly Sales of Cotton	74,000	bales.
,, ,, ,, Surats	39,000	,,
,, Stock of Cotton	495,000	,,
,, ,, ,, Surats	335,000	,,
,, Import of Cotton	53,000	,,
,, ,, Surats	17,000	,,

Fair Dhollera 8¾d.

The ship Dorothy has arrived from Bombay.

LONDON, 19TH NOV., AFT.

The Liverpool Cotton Market to-day was steady.

Fair Dhollera 8¾d.

The Manchester Market is less active, but steady and prices are quite unchanged.

LONDON, 22ND NOV., AFT.

Fair Dhollera was quoted at Liverpool to-day 8¾d.

The Mongolia from Southampton takes out £8,000 in Gold and £23,000 in silver for Bombay.

THE BOMBAY MAIL.

The Bombay Mail of the 5th instant arrived at Suez on the 19th idem.

The Bombay mail of 30th ultimo was delivered in London to-day.

THE OPENING OF THE SUEZ CANAL.

[FROM OUR OWN CORRESPONDENT.]

ALEXANDRIA, 12TH NOVEMBER.

I ARRIVED here this morning from Southampton in the Nyanza; and, as the Marseilles boat came in almost at the same time, and the mail for Bombay will be closed immediately, I have just time to say that you may depend on getting a full account next week of all the festivities in honour of the opening of the Suez Canal. There is no end to the number of "Viceroy's guests" here. Every hotel is full of them, and it is lucky for the Indian passengers they are going on at once, as if they had to stay in Alexandria they would not know where to lay their heads. The Manchester detachment of guests, including the Mayor (Mr. Grave) and the President of the Chamber of Commerce (Mr. Bennett), came out in the Nyanza. We passed in the Mediterranean the celebrated yacht Deerhound which picked up the survivors of the Alabama's crew after the fight with the Kearsarge. She was on her way to Port Said with Sir S. Northcote and party on board. The Delta, from Marseilles, arrived here to-day with three Directors of the P. and O. Company on board, as well as Lord Dudley, Mr. Hawkshaw, Lord Houghton, and other distinguished visitors. I believe that the Nyanza will go on to Port Said on Sunday, and I hope to get a passage in her.

The English ironclad squadron from Malta,—consisting of the Lord Warden, Prince Consort, Bellerophon and Caledonia,—is still lying off Alexandria; but the French, Italian, and Egyptian men-of-war have already gone to Port Said. The Empress of the French is not expected here from Cairo till Sunday.

As to the programme of the festivities, all we can yet learn is that the Khedive has about sixty vessels of all kinds ready to take his guests through the northern half of the Canal, from Port Said to Ismailia, on the 17th, Tuesday. At Ismailia there will be a two days' halt, and on the evening of the 18th a grand ball. The progress will then be continued to Suez, where there will be rejoicing for two days more, and finally there will be another ball at Cairo.

The Austrian residents here are getting up a special entertainment in honour of their Emperor.

As to the Canal itself, every man you meet has a different story about it. One rumour is that there is some obstruction, and that the opening has been put off for a month; but that is of course absurd. There must be an opening of some kind on the 17th, even if the Canal should be closed again before the illustrious guests of the Viceroy are well out of Egypt. The belief of well-informed persons is that there must be a great deal more work done, and a great deal more money spent, before the regular navigation of the Canal by big ships becomes possible; but I hear that Captain Methven, of the Poona, took soundings the whole way lately from Port Said to Suez, and has sent home to his Directors an enthusiastic report on the capabilities of the Canal, urging the P. and O. Company to take immediate action in order to use the "short cut" to India as soon as it is open. The Company is, perhaps, just a little frightened at the possibility of the enterprize proving more speedily successful than was anticipated; hence its determination to send a ship to see if M. de Lesseps will keep his promise next Tuesday.

I need not add that no trouble or expense is spared by the Viceroy's agents here to make the stay of the invited guests here as agreeable as possible. Carriages are placed at our disposal, the best rooms in the principal hotels have been engaged for our use, and an excellent table is kept specially for us.

I am sorry to have to send you such a scrap of a letter to-day, but there is really no news, and you will not care for an attempt to describe a city so familiar as Alexandria is to all Anglo-Indians

J. M. M.

2 P.M.

The departure of the mail has been postponed for an hour or two; and meanwhile I have heard a bit of news which is worth recording. The rumour I spoke of above is based on the fact that rocks have been found in the bed of the Canal both at Kantara (just above Ismailia) and at Serapeum. A gentleman who went down the Canal two or three weeks ago tells me that the soundings taken by men independent of the Canal Company showed that nowhere was the water of a less depth than 15 feet, and it was calculated that the average increase of depth was two feet a day. But the Viceroy's yacht, the Mahrousseh, which it was His Highness' wish should be the first vessel to pass through, was up to last night still detained at Port Said, where she had been lying since Monday; and it is therefore clear that some unlooked-for obstacle has been met, or the channel would have been dredged by this time to the depth of 24 or 25 feet, which would be sufficient to permit the free passage of the Mahroussch.

COLABA OBSERVATORY.

RESULTS OF METEOROLOGICAL OBSERVATIONS made at the Government Observatory, Colaba, Latitude—18° 53' 30" N., long 4h. 51m. 16s. E. Height of Barometer above the Sea—37 feet.

Mean daily values derived from 24 hourly observations on November 27.

Barometer, corrected to 32 deg. Fah.	·847	inches.
Temperature of the Air	76·7	,,
Wet Bulb Thermometer	64·8	,,
Dew Point	57·7	,,
Relative Humidity of Air	52	,,
Extent of cloudy sky (the whole sky clouded=1)	3·6	,,
Maximum temperature of air (read at 9½ A.M.) on following days	86·3	,,
Minimum do. do.	69·6	,,
Gen. Direction of Wind	NNE, NE, NNW, N, ESE.	
Movement in 24 hours	233	miles.

POLITICAL LETTER.

(FROM OUR OWN CORRESPONDENT.)

LONDON, 5TH NOVEMBER.

THE Marquis of Westminster died on Monday morning at his Wiltshire seat, after a short illness. The decease of this opulent descendent of Gilbert Le Grosvenor, who came over to England in the train of William the Conqueror, has excited almost as much notice as the death of Lord Derby, the week before; though in one case the subject of comment was the head of a great party and in his way a leading statesman, and in the other it was only a very rich peer, who never did or said anything worth repeating and who was so unobtrusive as to be called a miser. There are reasons for this interest beyond the mere fact that the old marquis was worth an income variously estimated at any figure you please between a quarter and a half a million sterling per annum and increasing at a rate which promises soon to raise it to a fabulous total. The event has started a question, which a good many people here are nothing loth to discuss by the light of a death and a transmitted inheritance of enormous value the question,—namely, of the right in landed property. The Irish land agitation, the communistic nonsense talked by many English working men, and the writings and speeches of our thinking socialists, derive a pregnant moral from the death of such a land-owner as the Lord of Belgravia, Eaton, Motcombe, and Fanthill Gifford. Communism as a product of mere impulse and not of intellectual conviction has a new point given to its appeals by the passing away of such magnates. The existence of a Marquis of Westminster is in our present state of society and in view of the novel forces beginning to stir all round us, a standing peril to smaller propertied men. It is the spectacle of such over-grown properties used by the possessor for himself alone or, worse still, hoarded for successors whom he perhaps has not seen and who may be tempted by that very wealth to an indulgence in the worst excesses and follies, which intensifies the spirit of socialistic levelling and leads men who are neither republican nor communistic to accord a tacit assent to ideas that dangerously tend towards both principles. Feeling has of course much more to do with this than reason; such persons, when it came to argument, would admit that the Marquis held his estates by as sound a tenure as the smallest freeholder—but then, look at the accumulation, the width of the gulf between the one wealthy nobleman and the thousands of starving poor, the good that might be accomplished if so much riches were more equally distributed and so on. I need not tell you that Mr. John Stuart Mill and his eager disciples would look down upon such a course of reflections as contemptible and would entrench themselves behind the logic of utilitarianism, but really the aid which modern socialism derives from such impressions is very great, though indirect, insidious, and grossly illogical. Again, take a favourite working man's idea. In one of the mansions that give such proportions to the Marquis's rent roll, Peabody is lying, apparently at the point of death, after a life, the later years of which were a perpetual benediction to humanity. The American's benevolence was avowedly bestowed on the poor of that city in which most of his fortune was acquired. The English nobleman, a much richer individual, and much more bound to relieve by spontaneous beneficence something of those hardships which the artificial distinctions of rank and wealth increased, if they did not engender, dies with the unsavoury repute of a miser hugging the millions that the labour of poor men had given him the means of accumulating. The American gave his five hundred thousand pounds: the marquis is only known by an occasional donation of a thousand pounds or less to the relief of metropolitan distress, when the assistance was claimed from him along with the West End rich generally and when for decency's sake something must have been given. The contrast is pointed out as a matter of course by our democratic proletarians, and received additional colour from the comments of those who ought to know better, and to whom, whether they write in the *Fortnightly* or the *Beehive*, the failings of a great land-owner are a perfect godsend.

Unfortunately, there is just enough known about the late Marquis to give a colourable pretext for both the sneers and the moralising. The deceased was an unassuming man of simple tastes, who hated show and display, and was a sworn foe of extravagance. Thence he obtained the reputation of a miser. He checked his tradesmen's books vigilantly, put his servants on board wages when he left any of his seats, bought his clothes of Moscs, the advertising tailor, gave no grand dinners and kept his sons and daughters rather short of cash. I believe it to be a fact that he only allowed his eldest son and heir, Earl Grosvenor, £10,000 a year, far too little for such a station, with the additional claims of a growing family, a seat in the House of Commons, a colonelcy of Volunteers, &c. His other son, Lord Richard

H. E. THE GOVERNOR.

His Excellency the Governor will leave Poona for Bombay this morning by a special train, which will arrive in Bombay about 11-45 A.M.

BOMBAY.

"The Indian Traveller's Guide," for December, will be published at noon to-morrow.

The s. s. Mountstuart Elphinstone, Captain Dupuy, for Ratnagherry, sailed yesterday, with the following passengers:—Mr. C. Hunter and 14 deck passengers.

Major-General Forster, Inspector General of Artillery, is expected to arrive at Kurrachee shortly, for the purpose of taking the annual inspection of the R. A. in Sind.—*Sind News*, Nov. 25.

We learn that Mr. Faunce, one of the sons of the late Gen. Faunce, while going home, died about three weeks ago, in the Red Sea. The sad occurrence took place before the steamer reached Alexandria.—*Western Star.*

The Gaekwar's New Deewan.—His Highness the Gaekwar is stated to have appointed Limbajee Dada to be his Deewan, in room of Bhawoo Sindia, and the appointment is said to have been made with the consent of the Viceroy.

Refusal of Duty.—Mr. Nana Morojee yesterday sentenced a seaman of the ship Choice, named Robert Aitken, to three weeks' rigorous imprisonment for continued willful disobedience of lawful commands in refusing to do duty on board the ship.

Luzloorbar, Fouzdar of Baroda.—We stated a short time ago that this man was to be reinstated in his appointment. The *East Goftar* understands that he has now been restored by His Highness the Gaekwar, and that he has also been raised to the second Deewanship.

Breach of Liquor License.—Yesterday, before Mr. Nana Morojee, Merwanjee Goostadjee and Bomonjee Ardaseer were charged at the instance of Mr. Inspector Goulden with selling illicitly and contrary to the conditions of their wholesale license a less quantity than one dozen quart bottles at 10 P.M., on Sunday last. The second man was discharged. The first defendant was adjudged guilty and fined Rs. 20.

The Remains of Mr. Simon Macpherson, mail agent, who died on board the s. s. Behar when approaching Bombay on Sunday morning, were brought into Bombay and were interred in Colaba Cemetery yesterday afternoon. Mr. Macpherson was very highly respected in Bombay, and a large number of gentlemen were present at his funeral. The Rev. Mr. Boyd, of whose church Mr. Macpherson was an adherent, read the service according to the Scotch form.

An Application by a Parsee Delegate.—It is stated that an application has been presented by a delegate of the Parsee Matrimonial Court to the President of the Court, Mr. Justice Warden, in which he states that he resides about one hundred miles distant from Bombay, and that he is obliged to incur a great deal of expense in coming to Bombay whenever he has to attend the Court. He requests the Judge to make an order to pay him that expense.

A. Manableshwur correspondent of the *Deccan Herald*, writing on the 26th, says—"Colonel McLeod is doing well. The cold weather and the doctor's great care have helped forward his recovery; and he is surrounded by many kind friends. It is a pity such beautiful weather should have its drawbacks, the natives will not work before 12 o'clock on account of the cold; and they must be well paid for the half day's work, or they will do nothing. Ought they not to starve? Those who have nothing to do enjoy a good fire all day."

THE WEATHER AND THE CROPS.

(Reports for the fortnight ending 15th Nov.)

Nassick Collectorate.

The fall of rain during the fortnight under report was good. The crops were in a thriving condition. The state of public health was good.

Ahmednuggur Collectorate.

The sowing of the rubbee had been completed. The recent rain had proved beneficial and all crops were flourishing. The state of public health was reported good.

Ahmedabad Collectorate.

The weather had been rather cold during the fortnight under report. The monsoon crops have been nearly reaped, save jowaree and kumode rice in some places, and pulse; while the rubbee crops were being sown. Fever was reported to prevail throughout the collectorate, it having proved fatal in some instances. Cattle free from disease.

ATTACHMENT AGAINST MAJOR R. R. GILLESPIE.

At the Small Cause Court, on Saturday last, Mr. Thomas Ginger, Veterinarian, appeared before Mr. N. Spencer, third judge, and applied for an attachment before judgment against Major R. R. Gillespie, belonging to Her Majesty's 106th Regiment of Light Infantry. A suit had been instituted by plaintiff, Mr. Ginger, to recover Rs. 369-11, being the balance due by Major Gillespie, the defendant, for the sale of six horses to him. The horses were sold to defendant in December 1863, and their total value was Rs. 5,024. Payments had been made on account, leaving the balance now claimed. The plaintiff based his application for an attachment on the following affidavit:—

"I, Thomas Ginger, the plaintiff above named, make oath and say that Major R. R. Gillespie, the defendant, is resident at Bombay within the jurisdiction of this Court, and that, on the 27th November 1869, I took out a summons in this Court against the defendant, that he is indebted to me in the sum of Rs. 369-11-0, that he is about to withdraw his person out of the jurisdiction of this Court, that my belief is founded on the facts that the defendant is a Major in H. M.'s 106th Regiment of Light Infantry, that I have frequently written to him for payment of the amount due to me; he has written back acknowledging the debt and promising to pay me; in the month of March last, I caused a notice to be sent to defendant through my attornies, Messrs. Macfarlane and Green, to which he has sent no reply; from a notification in the Bombay Army General Orders, which appeared in the *Times of India* of yesterday's date, it appears that defendant has obtained leave of absence to proceed to England for the purpose of appearing before a medical board to effect his retirement from the service; from enquiries I have instituted at the Brigade Major's office, I learnt that the defendant has in all probability come to Bombay and that he is endeavouring to obtain a passage home by the P. and O. Company's mail steamer which will leave Bombay harbour to-day (Saturday, 27th inst.,) failing which he intends proceeding by one of Messrs. Stearns, Hobart & Co's steamers, which will leave Bombay on Monday for Suez, from which port he will go on to England."

The judge on the above affidavit granted a warrant, and a European bailiff of the court proceeded on board the mail steamer on Saturday to execute it. A man in the service of the plaintiff and a clerk in the employ of his (plaintiff's) solicitors accompanied him, but neither was able to point out the defendant. The bailiff therefore returned, and informed the judge yesterday (Monday) that he was not able to find the defendant within the jurisdiction of the Court.

NEW BANK OF BOMBAY, LIMITED.

Statement of the affairs of the Bank, on 27th November, 1869.

Liabilities.	Rs.
Proprietors' Capital paid up	50,00,000
Subscriptions on account of new Capital	10,00,000
General Treasury Balance	28,44,753
Deposits at Head Office	2,32,43,120
Deposits at Branches	17,80,044
Bank Post Bills outstanding	1,76,464
Reserve	3,02,935
Undrawn Cash Credits	7,10,837
	Rs. 3,50,48,170
Assets.	
Government Securities	32,63,584
Loans at Head Office and Branches on Govt. Securities,	
Bullion, Goods and Metals	5,39,941
Credit Accounts do. on Govt. Securities	17,96,644
Bills Discounted and purchased at do.	47,73,094
Dead Stock	4,68,475
Less written off	20,000
	4,48,475
Stamps	6,049
Balances with Agents & Correspondents	32,24,583
Overdrafts	5,963
Cash & Currency Notes at Head Office	1,41,31,998
Do. do. at Branches	57,69,579
Bullion at H. O. and Branches	10,38,300
	Rs. 3,50,48,170

CORNET GRAVES vs. CAPT. WYLLIE.

The action brought by Cornet Graves against Captain Wyllie, late of the ship Thomas Bell, to recover Rs. 10,000 for false imprisonment on board that ship during the voyage from London to Bombay, came on for hearing before Sir Charles Sargent on Friday. Mr. Starling, with Mr. McCulloch, appeared for the plaintiff; the defendant conducted his own case.

Mr. Starling, in opening the case, read the plaint, which was as follows:—

The plaintiff claims from the defendant the sum of Rs. 10,000 in respect of the following causes of action:—1. For that the defendant, on the high seas, on or about the 29th day of June 1869, assaulted the plaintiff, who was a passenger on board the said ship Thomas Bell, to wit, by indecorously, indecently, and unlawfully, and against the will and without the consent of the plaintiff, placing or sticking, or causing to be placed or stuck, on the posterior part of the trowsers of the plaintiff, while he was laying on the sofa in the saloon of the said ship, a piece of sticking plaster of the size of two inches square or thereabouts, whereby the plaintiff suffered great pain of mind and annoyance, was exposed to great indignity, and was lowered in the estimation of the passengers and crew of the said ship. 2. For that the defendant afterwards, to wit, on or about the day and year aforesaid, and on the high seas, as aforesaid, assaulted the plaintiff and imprisoned, to wit, by unlawfully putting a pair of handcuffs on the hands of the plaintiff, and causing the plaintiff, against his will and without his consent, to enter a portion of the hold of the said vessel called the after-hatch, and by fastening his hands by the handcuffs aforesaid to an upright iron stanchion therein, so that the plaintiff was unable with ease or comfort to sit or sleep, and the defendant further kept the plaintiff in prison for a long time, to wit, by keeping him confined in the said after-hatch for the space of 20 hours or thereabouts, or thereby the plaintiff suffered great pain of body and mind and was exposed to great indignity and annoyance in the presence and sight of the passengers and crew of the said vessel. 3. For that the defendant on divers other occasions, on the high seas, between the 20th day of May 1869 and the 13th day of September, in the year aforesaid, assaulted the plaintiff and caused him great pain of body and mind, and caused him to suffer in the estimation of the passengers and crew of the said ship.

The learned counsel also read the written statement in reply by the defendant, which said—

1. The statements made in the first paragraph of the plaint filed in this suit are false, inasmuch as the acts therein imputed to the defendant were neither done, nor caused to be done, by him. 2. The defendant admits that he put a pair of handcuffs on the hands of plaintiff and caused him to be placed in the after-hatch of the said ship Thomas Bell on or about the 29th day of June 1869, but denies that the same was unlawful, or that thereby the plaintiff was assaulted, inasmuch as the defendant in so doing was, as he verily believes, acting in the lawful execution of his duty as master of the said ship, for that the plaintiff on the day and date aforesaid did wickedly and maliciously, by words and actions, incite the crew of the said ship to mutiny on the high seas against the defendant as master of the said ship; but if the same was not within the lawful power of the defendant, as at the time he fully believed it to be, he begs leave to state that he received the gravest provocation to cause him to do or commit assaults or like offences against the plaintiff on that and numerous other occasions through the highly disgraceful and ungentlemanly conduct of the plaintiff. 3. The statements in the third paragraph of the plaint mentioned are also false, and more properly describe the conduct of the plaintiff towards the defendant throughout the times referred to therein. 4. The defendant humbly admits that the plaintiff above-named is not entitled to claim the sum of ten thousand rupees, or any part thereof, by way of damages or otherwise from the defendant or to any consideration whatsoever of this Honourable Court, inasmuch as he (the plaintiff) has already taken his remedy at law for the alleged assault or offence in the Court of the Chief Magistrate of Police at Bombay, whereby the defendant has been compelled to undergo rigorous imprisonment with hard labour for a period of fourteen days, and the defendant therefore prays that this Honourable Court will exercise its judgment equitably and prevent a double punishment being inflicted for one single offence which could not have been contemplated by the British Government. 5. The defendant was arrested and imprisoned before judgment in this suit on the 22nd day of October last, and has since suffered incarceration in the Debtors' Goal at Bombay, whereby he has lost the command of his ship and the means of earning his livelihood.

The Judge suggested that some settlement might be come to between the parties.

Mr. Starling said the plaintiff was quite willing to accept a reasonable offer from the defendant.

The Judge—What do you call a reasonable offer?

Mr. Starling—Well, I think Rs. 2,000, with costs, a reasonable offer for the defendant to make, with an apology.

The Defendant said that before the ship left he had offered to pay Rs. 500, but now that the ship had gone he had no means of paying. He was willing to give what little money he had left, but that was a mere trifle.

Mr. Starling—When the defendant made that offer there was no mention of costs, and the Rs. 500 would not cover the expense to which the plaintiff had been put, and therefore the offer was refused.

The Judge—If this man has nothing to pay you with I suppose the only way will be for him to go through the Insolvent Court.

Mr. Starling—We are not wishing to get profit out of him, but I am instructed that he has property; yet at the same time we are quite willing to accept his previous offer with costs.

The defendant said he did not have the money, and that he had no property. He might go to Messrs. Blackwell and Co., the agents of the ship, and see if they would advance him Rs. 500.

It was here remarked by His Lordship that was an offer to accept Rs. 500 and costs; and no offer being made to pay that sum the case went on.

Mr. Starling then stated the facts of the case, which have already been published in our reports of the proceedings in the Police Court. Evidence having been given for the plaintiff, and some of the witnesses having been cross-examined by the defendant,

Judgment was given on Saturday morning, when His Lordship, after referring to the terms of the plaint and the written statement, proceeded to say—Now, the assault and imprisonment being admitted by the defendant, the only question to determine is, whether they were justified under the circumstances of the case. As to the assault which took place on the 19th, and consisted of sticking this piece of plaster on the posteriors of the plaintiff as he was lying in the saloon, I am not aware that any attempt has been made by the captain to justify his conduct. It would be better described as an exceedingly vulgar and indelicate practical joke—and so far as that assault is concerned the plaintiff would only be entitled to damages of a very nominal nature,—besides that has already been the subject of an enquiry before the Police Magistrate. With regard to the false imprisonment, and accompanying assault, the circumstances seem to be these—that Mr. Graves on discovering that the captain had ordered or directed this piece of plaster to be applied to his person, went up to him and remonstrated with him, and told him it was fortunate he did not awake at the time or he might have split his head open, or used some language to that effect. The captain was excited at being told this, and answered in pretty much the same language, and shortly afterwards gave the order for Mr. Graves to be removed from the cabin he had occupied up to that time ever since the ship sailed.—His Lordship here read from his notes the plaintiff's evidence as to being forcibly turned out of his cabin—which force perhaps was part of the subject before the Police Magistrate—and his description of his place of confinement and the indignities to which he was subjected. The learned Judge then proceeded—Now in cross-examination by the captain no part of this account was shaken. The captain's questions were directed to show that the plaintiff had interfered with the crew and that he had been guilty of indelicate conduct in singing a song in the saloon and in going on deck nearly naked. As to his having interfered with the crew and incited them to mutiny there does not appear the slightest evidence. As to going on deck naked, it appears he did simply what the captain had given special permission to Mr. Wenge to do—that is, to go on deck in the morning and get a bath at the pump. That is a thing commonly done in ships going round the Cape, and there being no ladies on board there could be no impropriety in so doing. As to the song it is a matter of perfect indifference on the question at issue. Whether the song is one becoming a gentleman to sing or not, it is not necessary for me to decide; I neither know precisely the nature of the song nor is it relevant in any way to the question between parties. The result of this evidence is, that no justification whatever has been offered by the captain of the course he pursued except that he may have been to a certain extent provoked by Mr. Graves's remark, that if he had awoke at the time and had known it to be the captain he would have split his skull open, which was a strong remark but the result of natural indignation at finding that this practical joke had been played on him. Now it requires no authority to establish the proposition that by the common law of England the master of a ship is vested with the power of maintaining order and discipline on board ship. Under this authority he is invested with the power of administering in moderation corporal chastisement on the crew; and with regard to passengers he undoubtedly is entitled to take such moderate and reasonable measures as are necessary under the circumstances of the case for maintaining peace and order in the ship even to the extent of interfering with the liberty of the subject; but it is incumbent on him to show that the course he adopts is in its nature not stronger or more violent than is called for by the circumstances of the case. The captain of a ship is therefore in a position in which is required the exercise of great caution and discretion. There are no circumstances in this case which could justify any interference on the part of the captain with the plaintiff, and so I am quite relieved from the necessity of determining what is sometimes a delicate question—whether more was done than was necessary. There was no justification, in my opinion, for the captain's conduct; from beginning to end it was unjustifiable. The question, therefore, really becomes one purely of determining the amount of damages. Now in a case of this sort of course the actual personal injury Mr. Graves received is no doubt not very great. Mr. Graves, when he came out of the forehatch, was not much worse than when he went in, and therefore so far as actual personal injury is concerned a very moderate amount might be sufficient. But in cases of this description juries have not been in the habit of looking only at the personal injury—nor would it be right for this Court to do so. Account must be taken of all the circumstances:—the indignity to which a gentleman holding Her Majesty's Commission was exposed to—the extreme inconvenience of confinement for twenty-six hours in the tropics in a forehatch of this description, and the jeering insults of the captain during the time he was there;—and I must say that this is a case, if ever there was one, for exemplary damages, that is to say damages somewhat in the nature of punishment. Looking to all the circumstances, I think it is scarcely possible to imagine a worse case. It is difficult to imagine a more outrageous stretch of a man's authority than has taken place on this occasion. Therefore I cannot think this is a case in which I should give less damages than Rs. 2,000, and I am not at all certain that if the case were before a jury they would not be very much inclined to give more. The defendant must pay Rs. 2,000 damages, with costs.

On the application of Mr. Starling, His Lordship ordered, under section 78 of the Penal Code, that the defendant should be committed to custody until execution of the decree.

TELEGRAPH LINE REPORTS.

Kurrachee, 29th, 11-50 A.M.—Cable communication perfect to Fao; Turkish line interrupted beyond Kournah; Persian line right to Fabreez. Latest dates, from Great Britain, *via* Turkey, 7th Nov., 1-45 P.M.; *via* Russia, 23rd Nov., 6-36 P.M.

Vypar 29th Nov., 6-57 A.M.—Bank Offices closed this day.

INDO-EUROPEAN TELEGRAPH.

The following dates of private telegrams were received at the Bombay Telegraph Office during the 24 hours ending at 8 o'clock yesterday evening:—

United Kingdom, *via* Russia, 20th, 22nd and 23rd Nov.

Continent of Europe, *via* Russia, 22nd and 23rd Nov.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 28th to 8 P.M. of the 29th November is as follows:—

To Bombay	Max.	Min.
From Kurrachee	0 57	0 2
„ Calcutta	6 32	0 10
„ Madras	5 45	2 19

Communication between Bombay and Kurrachee perfect.

Undelivered messages in the Bombay Signal Office—
For Dulsookram Hookumchund, from Calcutta.
For E. Pout, from Calcutta.
For Havelock, Byculla, from Nagpore.
For Bhiwara Bace, Nag Para, No. 8, from Poona.
For Conyers, Byculla, from Kamptee.
For Dr. Lever, from Nagpore.
For Ruttonjee Bhoyjee, from Calcutta.

BRITISH INDIAN TELEGRAPH COMPANY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—The Great Eastern steamship, having on board the greater part of the submarine cable to be laid between Bombay and Suez, *via* Aden, left England for Bombay on the 6th instant, and the Company's ship Chiltern, with the Suez shore end of the cable, left for Suez on the 7th instant.

On the completion of this new telegraphic route to India, the new cable between Falmouth, Gibraltar, and Malta will be laid, which last link, when finished in April, will complete the chain of communication between England "*via* Egypt" and India. The line throughout will be under English management, and will be entirely independent of the various foreign powers of Europe.

The capital (£460,000) of our new British Indian *Extension* Telegraph Company has been more than fully subscribed, and the laying of the extended line from Ceylon (Galle) to Singapore will be commenced when the Falmouth, Gibraltar and Malta line is completed.

The line between Bombay and England will, it is expected, be finished by the 1st May 1870.—Yours, &c.,

D. GIBBS,
Manager of Malta, Alexandria and British Indian Lines.
Alexandria, Nov. 10th, 1869.

GAME PRESERVATION.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—The subject of game preservation in this country is now under consideration, and several letters have appeared, containing suggestions as to the best means of securing the object in view. A close season has been advocated, and a system of granting annual game licenses on payment of a fee, as in England, has been proposed. However, in none of the letters that I have seen has any mention been made of one very important point in relation to this subject, namely, the destruction of vermin. The numerous hawks and kites, jackals and wolves are, I believe, greater enemies to small game in this country than the guns are. Any system of game preservation, without a parallel measure for the killing of the vermin, would at least be imperfect if not futile. There are few, if any, sporting landlords who would undertake the work in India. It is therefore necessary to provide for it separately, whether by giving rewards, or otherwise.

The effect of a systematic destroying of vermin will at once show itself in a large increase in the quantity of small game. As a case in point, there is a place not many miles from Poona where a resident English gentleman keeps a vermin book side by side with his game book, and shoots all the birds of prey, jackals, and other enemies of small game that come in his way. The consequence is, that in a very short time the number of small game, especially hares, near and about the place, is double or treble what it was before the vermin were attacked. In the same category with the birds of prey and jackals as enemies of small game, may be classed the village shikarries. These men, by the mistaken kindness of bygone magistrates and superintendents of police, have been indiscriminately provided with licenses to shoot anything and everything that comes within the range of their wonderful pieces of ordnance, and they do much mischief. It were well, indeed, if these enemies of game could be disposed of as readily as their allies, the vermin. Something, however, may be done. I put it to the superintendents of police, on whom this gun license work usually devolves, would it not be well to exercise a little more discretion, and make stricter inquiry before granting gun licenses? Also, is it necessary or desirable to grant a man a license for an indefinite time, that is, for life? Would it not be well in future to grant licenses only for a limited term, on the expiration of which the desirability of renewing the licenses might be considered? As it is, it frequently happens that the reason for granting the license has long since ceased to exist, while the license remains uncancelled. Besides, a gun license for an indefinite period is not unapt to be considered by the holders as a transferable, if not an heritable, property.

RUTNAGIRIKUR.

MR. COWASJEE JEHANGIR, C.S.I.

(*Asiatic*, Nov. 3.)

This well-known liberal Parsee gentleman, of Bombay, has made the following donations to several London charities, besides the £1,350 given by him for the beautiful fountain lately erected by the Metropolitan Drinking Fountain Association in Regent's Park:—

Alexandra Institution for the Blind	£5
British House for Incurables	5
Refuges for Homeless and Destitute Children	5
Asylum for the Support and Education of Deaf and Dumb Children	5
Society for the Relief of Distress	5
Mrs. Gladstone's Free Convalescent Home	5
London Philanthropic Society	5
Metropolitan Free Hospital	5
Nightingale Fund for Training Nurses	5
Royal Albert Orphan Asylum	5
Royal Humane Society	5
Royal National Life Boat Institution	5

ENGLISH PAPERS TO NOV. 6.

BY THE BRINDISI ROUTE.

[THROUGH OUR OWN AGENT.]

ARMY NEWS.

(*Army and Navy Gazette*, Nov. 6.)

It is not improbable that the colonelcy vacant by the death of General Coles may fall to Major-General Sir R. Walpole, K.C.B.

The command at Colchester is vacant by the promotion of Colonel Farren, but in all probability it will not be filled up till the end of the year.

The divisional command at Bangalore, which will fall vacant early next year, on the expiration of the period of service of Major-General Haines, is to be bestowed upon Major-General Stisted, C.B.

General Changarnier, who must be an old man now, but whose military figure and activity are well-known to every one frequenting the French capital, is at work on his "Souvenirs Militaires," a book which will be well worth reading when it appears.

The Duke of Cambridge has issued an Order to the effect that soldiers who have been so fortunate as to save life shall be permitted to wear the decorations they have so acquired on the right breast. The Navy will be disappointed if Mr. Childers does not follow the example which the Field-Marshal Commanding-in-Chief has set him.

The death of General R. B. Coles will cause the promotion of Lieutenant-General William Beckwith, colonel of the 14th Hussars, to be general; Major-General C. W. M. Balders, colonel of the 17th Lancers, to be lieutenant-general; Colonel R. T. Farren, C.B., commanding at Colchester, to be major-general; Captain and Brevet-Major G. L. Carmichael, 95th Foot, to be lieutenant-colonel; and Captain W. W. Corban, 49th Foot, to be major in the Army.

The issue of the medals for the campaign in Abyssinia has been considerably delayed by the death of the late Master of the Mint, and by the necessity of having the name of each individual officer or soldier engraved on the medal to be given to him. Many of them have, however, now been distributed, and the remainder will soon be delivered. The medals for the campaign in New Zealand will, we understand, be ready for distribution in a week or two.

Colonel K. D. Mackenzie, C.B., has been selected to succeed Colonel the Hon. H. H. Clifford, V.C., C.B., as Deputy Quartermaster-General at the Horse Guards, on the expiration of the period of staff service of the latter, on the 1st January, 1870. Colonel Mackenzie has proved a high ability on the staff in the Crimea, India, China, and Canada, and no officer could be more worthily selected to fill the place of the present Deputy Quartermaster-General, when he quits his present appointment and assumes his duties as aide-de-camp to His Royal Highness the Field Marshal Commanding-in-Chief.

The members of the Military Education Commission have now formally concluded that portion of their inquiries which relates to the education of officers, and we understand that the evidence taken on this subject, together with the information collected by the Commission regarding the systems of military education in foreign countries, will be published as soon as possible. We believe it is probable that the further inquiries of the Commission will extend to the education of soldiers, and will embrace Army schools, the Royal Military Asylum at Chelsea, the Hibernian School at Dublin, libraries, and recreation-rooms.

At this time of year rumours of impending reductions in the Army are generally rife, and this autumn *canards* of larger dimensions than usual have been floating about the metropolitan atmosphere. We believe, however, that we may with certainty say that, although some reductions in the Army may be anticipated with tolerable certainty, as yet nothing definite has been decided upon. It is not at all improbable that the rank of ensign may disappear from the Army List after the passing of the next estimates. The introduction of the squadron system into the cavalry may perhaps prevent the cornets from sharing the fate of their dismounted brethren.

It is no secret that Colonel E. B. Johnson, C.B., Royal Artillery, Assistant Military Secretary at the Horse Guards, is anxious to retire at the termination of the present year from employment on the staff at head-quarters, and return to India. Should Colonel Johnson finally determine to solicit His Royal Highness the Field-Marshal Commanding-in-Chief to accept his resignation of the post of Assistant Military Secretary, he will depart from the Horse Guards deservedly regretted by all those who have ever had occasion to visit him on matters of business, as none have ever left his office without experiencing both his amiability and ability. It is to be hoped, however, in the interests of the service at large, that Colonel Johnson may yet reconsider his determination.

A General Order has been issued from the Horse Guards, worded as follows:—"Considerable inconvenience having arisen from officers who have applied to retire by the sale of their commissions soliciting permission to withdraw such application, the Field-Marshal Commanding-in-Chief desires officers of the Army to understand that for the future, except under very special and unforseen circumstances, the application to retire, once submitted, will be acted upon." This Order was hardly necessary, as by a moderate display of firmness, the military authorities could have refused permission to officers who have applied to retire by the sale of their commissions to withdraw their applications. Such firmness has, however, not unfrequently been wanting, and, as is truly said above, considerable inconvenience has arisen therefrom in various cases. Our experience of the administrative fortitude of the Horse Guards does not warrant us in implicitly trusting that in future applications to retire will invariably be acted upon, and will not be allowed to be withdrawn, if the request for withdrawal is supported by powerful influence.

THE "SPECTATOR'S" NOTES.

(*Spectator*, Nov. 6.)

The Queen visits the City in state to-day, to preside at the opening of Blackfriars Bridge and the Holborn Viaduct, proceeding by Parliament Street, Westminster Bridge, York Road, Stamford Street, and Blackfriars Road, to the south side of the new bridge, and thence across the bridge and Farringdon Street to the viaduct. There are to be trumpeters, troops, and all the regular ceremonial, and such events being now very rare in London, the crowds will probably be enormous. A silly panic has been created by a rumour, based on some anonymous placard, that the Fenians intend to interrupt the procession; but the Fenians are, like the Parisian Reds, most formidable when their resolves are not announced. Her Majesty has more to fear from the weather than from the Irish, who, with all other Londoners, see in the Queen's visit a kindly recognition of a very considerable service done to the metropolis. The Common Council is really a most efficient Edile; it can plan, as witness this viaduct, and can build, as witness Smithfield Market; it deserves all the honour involved in a ceremonious visit of congratulation from the Sovereign. It is an odd mode of paying honour, perhaps, but, after all, symbolism is not dead, and, through the Queen, the whole kingdom thanks the City for a service well performed.

Mr. Gladstone has appointed his son, Mr. W. H. Gladstone, who has, ever since the formation of the Ministry, been his unpaid private secretary, to the Junior Lordship of the Treasury, left vacant by Mr. Stansfeld's acceptance of the office of Secretary,—but, of course, on the ordinary salary of a Junior Lord. This has given enormous offence to the *Standard*, which writes in that peculiar style that suggests a writer with his teeth on edge, against what he deems this atrocious job. We are unable to see it. When Lord Derby made Lord Stanley Under-Secretary of State for Foreign Affairs in 1852, Lord Stanley was a younger man than Mr. W. H. Gladstone is now, and as young a Member of Parliament, and yet was entrusted with a decidedly more important office. Did any one think of so much as suggesting an objection? Or was that appointment a good one because Lord Stanley was their leader's eldest and rich earldom, and Mr. W. H. Gladstone is heir to nothing but a competence *and* a great and honourable name?

Violent as are the Fenian agitators for an amnesty, they seem to have fairly lost the support of the tenant-farmers and of the most influential part of the Roman Catholic Church. The Limerick Tenant-Farmers' League has openly quarrelled with the Limerick Amnesty Association, and at Tralee, Dean Mawe has taken the field with great energy and vivacity against the Fenians, who in their violence have christened Mr. Gladstone "the Gaoler," and have declared in the *Irishman* that when Ireland again sends a demand across the water "It must be supported on the bayonets of a hundred thousand citizen soldiers, or at least armed citizens." Dean Mawe, thoroughly well as he is himself abused in the Irish papers miscalled "national," loads the agitators not only with condemnation, but ridicule. He laughs at their treasonable demonstrations, says all the farmers held aloof and a great proportion of the town population also, declares that many times as crowd would have been got together at Tralee for any ordinary piece of fun, apologizes to Catiline as a really formidable conspirator for having called the leaders of the revolutionary meetings "the Catilines of the Fenian faction,"—and, in a word, pours over the Fenian press and agitation a flood of sincere contempt. With respect to the Act and a few more Dean Mawes in Ireland, we should soon have an end of this noisy and absurd party.

Paris has remained quiet since the 26th ult., but, as a wit has recently said, "Order reigns, but does not govern," and there is a constant succession of depressing rumours. Now, the insurrection is to be on All Souls' Day, and again on the day of the elections for the vacant seats (22nd inst.), and then at the opening of the Chamber on the 29th, or perhaps on the anniversary of the 2nd December. A suggestion has been offered that the four seats vacant in Paris should be filled by men who will not take the oath, and they should then be escorted to the Legislative Chamber, but it does not quite please the Parisians, and will probably be abandoned. In the meantime, the Emperor meditates without doing anything, and the workmen do a great deal without meditating much. The bitterness between them does not apparently increase, a good deal of the popular fury exhales itself in the Press, which is temporarily free, and the adversaries will probably await the opening of the Chamber. There the Emperor will be at a disadvantage, for his representatives are not orators, and the Irreconcilables are.

Two millionaires of mark have died this week, the Marquis of Westminster, and Mr. G. Peabody. The Marquis was remarkable only for the business capacity which is the specialty of his House, for a certain tone of self-will in his dealings with his property, displayed chiefly in the conditions he exacted from his London tenants, and for his enormous wealth. He was popularly supposed to be the richest man in the world, and though this was an exaggeration, it is probable that he was the richest subject in Europe not engaged in trade. His wealth, moreover, has this peculiarity, that unless Heaven sends a spendthrift into the race to the relief of mankind, it may increase indefinitely. Every new source of wealth contributes a bit to the income of the Grosvenors, which, if London does not decay, must at no distant date approach half a million a year.

Mr. Peabody, the second millionaire, was in 1806 apprentice to a grocer in Massachusetts, quitted this for a dry-goods store, quitted this for a dry-goods merchant's business, and quitted this for an occupation best described as an American agency in London. Though not a strikingly able man, Mr. Peabody had the quality, whatever it be, which enables men to make fortunes,—it is perhaps a kind of prescience in trade akin to the prescience of a sculptor, who foresees the lines his chisel will make,—and he accumulated a fortune which is estimated by the *Times* at a million, but which the City believes to be more nearly four. Out of this wealth Mr. Peabody gave away during his life more than half a million, dividing his gifts between America and England, and showing great judgment in their distribution. Poor Londoners want houses so he gave a quarter of a million to build them; poor Americans want teaching, so he bestowed the same sum on educational institutions in Massachusetts and Maryland, the States of his birth and his adoption. This munificence—which might be called regal, if royalty in these days ever gave—attracted the more attention, because English millionaires have, as a rule, forgotten how to give, and Mr. Peabody was thenceforward an object of reverence to the multitude and of attack to the begging-letter writers. The Queen offered him a baronetcy, the City gave him a statue, and the English-speaking race throughout the world mourns his death as that of one of the few men who could make money like a tradesman and use it like a prince. It is easy to depreciate such an example, but it is a useful one, if only because it helps to raise the public standard of munificence. Marvellous as English charities are, there is a want of grandeur in the English notions about giving from which Americans seem to be free.

There is another crisis in Spain of a very serious character. On the 29th of October General Prim called a meeting of all Unionist, Progressist, and Democrat members, to decide on a Ministerial proposal. This was to elect the Duke of Genoa, a lad of fifteen, cousin of Victor Emmanuel, the vacant throne. Of the 350 members of the Cortes only 180 attended, and of these only 117 voted in favour of the General's nominee. A second ballot raised the numbers a little, but the final division showed only 141 in its favour, 30 less than the 171 required to constitute a bare majority. Prim, however, declared that he would persist, and the Unionists, who are pledged to the Duke de Montpensier, retired from the Cabinet, thus declaring the compromise by which the Revolution was effected at an end. The General has for the moment filled his Cabinet from his own party, and Serrano has not resigned the Regency; but the secession of the Unionists leaves the dominant party without a majority, either in the country or the army, and almost compels Prim to seek new allies. He cannot find them in Florence, and will, we imagine, be driven by the mere necessities of his position to hold out the olive branch to the Republicans. In that case, it will be the Unionists, who are powerful in the army, will draw the sword.

The Dalmatian rebels appears to be capitulating to the Austrian General, and there is every probability that that particular spark in the Eastern magazine will be trodden out in time.

The civil engineers are in a great rage with the Government of India for issuing an order warning the profession that, although it is the practice at home to take commissions from contractors and others, such conduct will in India be punished. The Council of the profession has remonstrated strongly against this slur on its honour, and has denounced the practice condemned as a fraud. That is very proper, and no doubt the Government of India is a little too favourable to military engineers, who can be punished summarily if they misbehave, but still the civil engineers are very unfortunately placed. A man on £1,000 a year has to superintend a contractor who is making ten times the sum, and who openly or tacitly offers a partnership. The temptation is severe to all but the most honest, and every guarantee against it should be taken. We doubt if any is so strong as the organization of engineers into a service which, being employed and paid for life, is under less temptation to make hay while the sun shines, and which exercises a silent espionage over the honour of its members. Why this service should be military we do not see, except that we can pay soldiers in things cheaper than money; but then neither do we see why a civil engineer should be so jealous of a brother professional because he is also a soldier. Do doctors hate Army surgeons?

In the colony of Victoria a grant of £50,000 a year has hitherto been made "in aid" of religion, but it is now to be gradually withdrawn, decreasing £13,000 every year, till it is extinguished. The cause of the change of feeling on the subject is not a little curious. The grant is to all denominations, and even the Jews after a severe fight got some, but then came the Chinese and put in their claim, and the Australians could not stand paying for joss-houses. It never seems to have occurred to them that to tax Chinamen to support churches was unfair as to tax Christians for the support of joss-houses. To refuse help to all alike is easy statesmanship, but we do not see why it is more righteous than to give it to all alike. Buddhism is not a creed clearly inimical to civilization.

The best letter written in defence of Dr. Temple is that of Dr. Ewing, the Bishop of Argyll and the Isles, in Wednesday's *Times*. He puts the matter plainly enough. He quotes Dr. Pusey's bigoted assertion that Dr. Temple "prefers his party to Almighty God and the souls of men," and asks if Dr. Pusey is aware that there are a class of errors admitted in the English Church, but believed by many to be far more fatal to the souls of men than those even of the worst of the Essayists and Reviewers,—the errors involved in sacerdotalism on the one side and substitutionism on the other: "The magical instrumentality contended for by the one school, and the unreal morality of the other," are, says Dr. Ewing, in his belief, "destroying the meaning and benefit of revelation," and driving out all the knowledge of God "by separating God from nature and righteousness." He thinks Dr. Pusey and Dr. MacNeile far more dangerous to the Church than even Mr. Baden Powell and Mr. Wilson. Dr. Pusey would reply that anyhow he and Dr. MacNeile, however dangerous, are not heretical. Perhaps not,—nor is Dr. Temple. Is it any worse to co-operate with a heretic who is not dangerous, than with an uncondemned theologian who is?

The Cotton Supply Association wants more cotton, and cheaper cotton, and thinks it can get it from India without injuring the people. An American acre yields 400 lb. of cotton and an Indian acre only 70 lb. Consequently, if the ryot could be taught the American system of cultivation his crop might be doubled, cotton would fall, and yet India would be no poorer. Consequently, the Association urges Government to send a few "practical gardeners" to teach the natives agriculture. Why cannot the members send them themselves, or, better still, buy and farm an estate in Broach, and test the matter once for all, or, better still, apply prizes—good heavy ones—to the discovery of how the ryot who gets most cotton out of an acre. The native is not such a fool as his customers think him, and though he would certainly resent being taught his own trade, is very inventive if he sees cash to be made. No Englishman taught him to grow rice, the most difficult of all cultivations, requiring, as it does, the constant aid of the hydraulic engineer.

The Railway oligarchs have had a sore discouragement this week. They think it cruelly hard that they should have to pay for smashing people, and at last found a case to try. A curate in receipt of only £250 a year received a concussion in a collision on the North-Western line, and the jury gave him £5,000. The Company appealed to the Queen's Bench, but the Court dismissed the app

GREAT BOAT RACE.

THE THAMES VERSUS THE TYNE.

(*Bell's Life*, Nov. 6.)

THE first of the two great home-and-home matches between the representative four-cared crews of the Thames and Tyne was decided yesterday over the London Championship course, for a stake of £200 a side, and resulted in a very one-sided victory for the north countrymen. Just twenty-seven years have elapsed since a similar match, albeit with a different result, took place on the Tyne, and as the interval between the first meeting of north and south country crews, under the leadership of Coombes and Clasper, and the present day, forms one of the most interesting epochs in the annals of rowing, embracing as it does the rise and progress of the bitter feud between the Thames and Tyne, we shall offer no apology, before proceeding to chronicle the great race of yesterday, for briefly passing in review the principal four-oared contests that have taken place from time to time between the representative oarsmen of the North and South. The first meeting between the Thames and Tyne took place on the latter river on the 16th July, 1842, and was the result of a challenge issued by the redoubtable Clasper Brothers, who at the time were carrying all before them in the north, to row any four-oared crew in the world. The *defi* was promptly taken up by a London crew, consisting of R. Newell, P. Doubledee, J. Doubledee, R. Coombes (stroke), J. Parish (cox), and after some considerable negotiation a match was duly ratified to come off over the present Tyne Championship Course, for a stake of £150 a side. The result was a direful blow to the hopes of the Tynesiders, whose Champion four, after a desperate race, suffered a most unequivocal defeat at the hands of the Londoners, albeit it is but fair to state that a general impression prevailed at the time that the latter were indebted for their victory in no small degree to the superior construction of their boat, the south country boat builders being at this early period confessedly far in advance of their brethren in the north. From this race, which, it is worthy of remark, was the only four-cared "match" that was ever contested between the Thames and Tyne prior to the great event of yesterday, may be dated the origin of that deeply-rooted spirit of rivalry and emulation that has so persistently subsisted between the north and south country schools of rowing. The defeat, so far from disheartening the Claspers, had only the effect of stimulating them to fresh exertions, but though several attempts were made to bring about a return match, the negotiations, from some cause or other, proved abortive, and it was not until two years later that the north countrymen had an opportunity of regaining their lost laurels. The Thames National Regatta was established in 1843, and on the second anniversary the Claspers for the first time came southward, and put in an appearance for the "Champion Fours." Their crew was on this occasion composed of Robert Clasper, E. Hawkes (a brother-in-law of Harry Clasper), W. Clasper, H. Clasper (stroke), and R. Clasper (cox). They won their heat without much difficulty, but in the final struggle the Thames representatives—a very powerful crew, consisting of T. Coombes, J. Phelps, R. Newell, R. Coombes, and D. Coombes (cox), were no good for them, and the north countrymen had once more to content themselves with second honours; but at the same regatta, on the following day, they gave the Londoners a taste of their quality by carrying off the £50 prize for fours against several good crews. At the next regatta, however, (1845) fortune proved more propitious, as after a splendid contest the Claspers, represented by the same crew as in the previous year, with the exception that Hawkes and Robert Clasper changed places in the boat, achieved the object of their ambition, and landed the "Champion Hundred," defeating in the final heat two crack Thames crews, consisting respectively of T. Coombes, T. Goodrum, J. Phelps, R. Coombes, and T. Coombes (cox), and W. Pocock, J. Dodd, W. Robinson, and R. Newell. At the two following regattas (1846 and 1847) the Tyne was not represented in the Champion Fours, but in 1848 the indefatigable Claspers, with T. Wilkinson at No. 2 thwart in place of Hawkes, once more threw down the gauntlet to all comers, and again secured the coveted prize. A London crew, composed of T. Coombes, J. Phelps, J. Messenger, and R. Coombes, D. Coombes (cox,) were second, a Chelsea crew third, and the Manchester Shakspere four, who made their *début* on the Thames on this occasion, last. The Royal Thames Regatta of 1849 witnessed the first amalgamation of the north and south country crews, the brothers Coombes making common cause with W. and Harry Clasper, and as might be expected such a formidable coalition carried all before it, notwithstanding that a London crew, comprising J. Gaff Mahoney, Doubledee, Pocock, and Newell made a gallant stand in the final heat against the "unnatural allies," and were not ingloriously defeated. This was the last anniversary of the famous "Royal" Thames National Regatta which this year became defunct through lack of funds and patronage, supplemented by other causes to which it is now unnecessary to refer. Hereupon ensued a barren interregnum, extending over four years, during which several spasmodic attempts were made to revive the meeting under the name of the Grand Thames National, Thames Watermen's National Regatta, &c., but all proved extremely lame affairs, and for a time it seemed that the London river was not again destined to be the battle-ground of the North and South. In 1851, however, thanks to the public spirit of the stewards of Henley Regatta, a champion four-cared race, with a prize of £100, was included in the programme of that great amateur gathering, and proved a sufficient inducement to bring the Claspers—this time the original four brothers—down southwards to try their fortunes against the Londoners. The attempt to resuscitate the glories of the Champion Hundred at Henley was, however, most provokingly marred by a series of untoward accidents. In the second heat the Claspers, after rowing a few strokes, broke a rowlock, whereby the London crew—Messenger, Pocock, Cole, and R. Coombes—were practically indulged with a walk over, but in the final heat the latter were equally unlucky, their coxswain being guilty of a foul, for which they were disqualified by the umpire, who awarded the prize to the Richmond crew, composed of the two Mackinneys, A. Chitty, and R. Newell. On the second day, however, the Claspers had their revenge, defeating Coombes's crew for a purse of 40 sovs, after a slashing race, which the north countrymen won on the post by six or seven feet.

The revival of the defunct Thames National Regatta, under new management in 1854, was signalised by the entry of two rival north country crews for the Champion Fours, viz., the Elswick and the Newcastle four—the former being composed of H. Winship, M. Cook, J. Davidson, and T. Bruce, J. Oliver (cox), and the latter of T. Clasper, R. Wood, G. Maddison, and H. Clasper, J. Forster (cox). The result was another triumph for the Tyne, the newly-formed Elswick four carrying off the prize, after a magnificent race with the Sons of the Thames—the two Mackinneys, R. Coombes, and T. Cole (stroke)—who finished second, some lengths in advance of the other Tyne four. At the same regatta an eight-cared race was extensively patronised between the representatives of the Thames and Tyne, in which fortune again favoured the north countrymen.

In 1855 the Champion Fours again went to the North, but not to the Tyne, the representatives both of that river and the Thames being on this occasion most unexpectedly beaten by the Shadwell Watermen's crew, after a very fine four, consisting of T. Wood, J. Carroll, H. Ault, and M. Taylor. The Elswick crew, represented by Bruce, Maddison, Galley, and Winship, and the St. Agnes, another joint-stock of Thames and Tyne oarsmen, composed of R. Coombes, G. Salter, Pocock, and H. Clasper, finished respectively second and third in the final heat. The regatta of 1856 was chiefly remarkable for the appearance of two mixed crews—the St. Agnes, comprising H. Clasper, W. Pocock, R. Chambers, and T. Mackinney (stroke), and the Elswick crew, Harry Kelly, J. Bruce, H. Winship, and J. Mackinney, both of whom rowed in the final heat, the former being victorious after a good race. In the following year, however, there was a recurrence to the old order of things—Thames v. Tyne—but the result was scarcely satisfactory, the final heat being decided by a foul in favour of the North, who were on this occasion represented by J. H. Clasper, A. Maddison, R. Chambers, and the ever green Harry Clasper. In 1858 no north-country fours put in an appearance, the Tyne being represented only by R. Chambers and Harry Clasper, who amalgamated with T. Pocock and T. Mackinney, but on this occasion union did not prove to be strength, as the pair combined four being defeated without much difficulty in the final heat by G. Francis, S. Salter, T. White, and G. Hammerton. The next regatta (1859) witnessed the debut of the celebrated Lord Kilmorey crew, comprising J. H. Clasper, R. Chambers, E. Winship, with Harry Clasper once more as stroke, and at the first time of asking they landed a "hundred," defeating, in the final heat, the Adelaide Crew (the two Kelleys, and two Mackinneys) who were second, and the Hammersmith and Western Crews, who finished third and fourth.

In 1860 the Thames National Regatta passed into the management of the Thames Subscription Club, and the first meeting, held under the new *regime*, was signalised by the victory of a *bona fide* south country four, made up of Pocock, J. Wise, T. White, and H. Kelley, who disposed in brilliant style of the redoubtable Lord Kilmorey Crew, and an amalgamation Manchester and Newcastle four, consisting of T. G. Taylor, T. Matfin, H. Ault, and M. Taylor. It is but fair, however, to state that the chance of the Kilmorey Crew was considerably interfered with by an unfortunate foul, which lost them the second prize. In the following year (1861) G. Hammerton, J. Tagg, E. Winship, and R. Chambers, entered under the name of the Kilmorey Crew, and carried all before them in such hollow style that the Regatta Committee felt bound in self-defence, and in the interests of rowing, to make a rule, prohibiting, for the future, any combination between the north and south countrymen. The result was, in the following year a revival of the old rivalry between the Thames and Tyne, the latter being represented by a magnificent crew (J. H. Clasper, R. Chambers, E. Winship, and H. Clasper) proved too strong for the south countrymen, and once more carried off the "hundred" in triumph to Newcastle. On this occasion Kelley's crew, consisting of J. W. Tagg, W. Bell, and J. Mackinney, finished second; and T. Hoare, son, T. Hoare, jun, J. Holder, and G. Green of Hammersmith, third. At the ensuing regatta, however, in 1863, the south countrymen completely turned the tables on the Tynesiders, the A. P. Londsdale Crew (J. Taylor, M. Scott, A. Thompson, and M. Taylor) being beaten in the first heat by the Prince of Wales crew (Cole, J. Wise, Prewitt, and T. Royal), who in turn, however, had to succumb in the final heat to the Pride of the Thames, composed of H. Harris, J. Tagg, J. W. Tagg, and G. Hammerton. In the following year (1864) the Pride of the Thames Crew, reinforced by the substitution of T. Hoare and Harry Kelley, in lieu of Harris and J. Tagg—one of the most finished fours, perhaps, ever seen on the Thames—again came off with flying colours, after a splendid race with the Manchester Colleen Bawn Crew (the two Addys, G Williamson, and S. Butler), and the Tyne four, composed of J. and M. Taylor, Matfin and Winship; but at the next regatta (1865), with Harris in place of Kelley, they finished absolutely last in the final heat. The winning crew on this occasion comprised Kilsby, Cook, Cannon, and J. Sadler, while Cooper, W. Matfin, J. Percy, and T. Matfin were second. The year 1866 witnessed the last regatta held under the auspices of the Thames Subscription Club. On this occasion the Pride of the Thames crew, strengthened by a judicious infusion of new blood, J. H. Sadler and J. Pedgrift of Surbiton being substituted in place of Kelley and J. W. Tagg, once more asserted their supremacy by defeating their north country rivals, the Joseph Cowen, Junior, crew, comprising R. Cooper, Chambers of Wallsend, E. Winship and T. Matfin, after a magnificent race, the Newcastle shutting up most unequivocally when within a hundred yards of the goal; the Sons of the Thames and Manchester Colleen Bawn finished respectively third and fourth. The next year (1867) witnessed a change of the venue, the battle between the North and South being contested for the first time on the neutral waters of the Seine, on the occasion of the British Regatta at Paris. Notwithstanding, however, the handsome character of the four-cared prizes, which amounted in the aggregate to £175, viz. first £100, second £50, third £25, three crews only put in an appearance for the Champion Fours, viz. two from the Thames and one from the Tyne. The race resulted in a somewhat easy victory for the Tynesiders, who disposed of the Pride of the Thames—who were represented by the successful crew of the previous year by about four lengths, the Sons of the Thames (T. Wise, J. Heath, G. Cannon, and W. Biffen) finishing a bad third. The winning crew was on this occasion composed of J. Taylor, M. Scott, A. Thompson, and R. Chambers of Wallsend. The revival last year of the Thames Regatta on a fresh basis once more brought a north country four to Putney, but the glories of the once famous "Champion Hundred" were on this occasion completely put into the shade of the superior attractions of the newly established Champion Sculls. Indeed, it was only at the eleventh hour that the formation of a crew of four youngsters, comprising Tull, Kilsby, Robinson, and F. Phelps saved the Thames from the stigma of having allowed the Champion Fours to go to Newcastle without a contest. Of course such a crew could have no earthly chance of winning against the powerful four brought against them, viz:—J. Taylor, M. Scott, A. Thompson, and R. Chambers (Wallsend); but they nevertheless made a very creditable race of it up to the Point, after which the north countrymen went right away, and came in first by fully a dozen lengths. The race for the Champion Fours at the present year's regatta will be fresh in the memory of our readers, if only on account of the closeness of the finish in the second heat. On this occasion both the rival schools of north country rowing "schools" were represented—for the Tyne, like the Thames, has long been divided against itself—one crew consisting of J. Taylor, T. Winship, T. Martin, and J. Renforth; and the other of T. Matfin, R. Chambers, A. Thompson, and W. Matfin. They were opposed by the so-called "Surbiton" crew, which comprised J. H. Sadler, W. Messenger, J. Pedgrift, and G. Hammerton, and it so chanced that all three were drawn together in the second heat. The race was rowed down with the ebb, and was admirably contested every inch of the way, the Londoners leading by about half a length from the Ship to the Dung Wharf, where Renforth's crew drew level and led in turn by a few feet until half way down the Willows. At this critical stage of the race they were unfortunately impeded by a foul, which threw them again astern, and the Londoners, coming away with a brilliant effort, landed themselves winners by a bare length. To this unsatisfactory termination may be attributed the origin of yesterday's match. The Newcastle men, naturally chagrined at their defeat under the circumstances, challenged the winners on the spot to row again on the following day for any reasonable stake; but this proposal was declined on the part of the Surbiton crew. Subsequently fresh overtures were made in the same direction and ultimately, after some negotiations, a home-and-home match was settled between George Hammerton and three men belonging to the Thames on the one part, and J. Renforth and three men belonging to the Tyne on the other for £200 a side each match, the first race to come off on the Thames, and the second on the north-country river a fortnight later. With the praiseworthy object of getting together a really representative four, the Thames men, to their credit be it said, unanimously decided to sink their private differences, and Kelley was invited to take his place in the boat in lieu of Pedgrift, a change which it was naturally thought would add materially to the strength of the south country crew. The Newcastle men, on the contrary, elected to be represented by their Thames Regatta form, and notwithstanding that this decision was strongly opposed by an influential section of the north country rowing community, who considered that Scott and Thompson were justly entitled on their merits to be included in any crew that professed to represent the colours of the "coaly Tyne," there can now be little question as to the policy of the selection. The following are the names and latest weights of the two crews:—

TYNE CREW.	st	lb
1. J. Taylor	10	0
2. T. Winship	11	0
3‡ T. Martin	11	7
J. Renforth (stroke)	11	8
T. Wilson (cox)	3	12

THAMES CREW.	st	lb
1. J. H. Sadler	11	0
2. H. Kelley	10	12
3. W. Messenger	11	8
G. Hammerton (stroke)	10	7
R. Hammerton (cox)	3	10

From the above it will be seen that there was little difference between the two crews so far as the weights were concerned, though the Tynesiders had unquestionably the advantage of youth in their favour, Kelley, Hammerton, and Sadler being, so to speak, old stagers in comparison with their opponents. For all this, however, the long experience and tried merits of the south countrymen caused their chance to be favourably regarded by not a few of the *cognoscenti*; and though during the earlier stage of the match the Tyne crew had slightly the call in the betting, the odds during the two days preceding the race underwent a marked reaction, and on the morning of the eventful day as much as 6 to 4 was currently offered on the south countrymen. As the day advanced, however, not more than 5 to 4 was obtainable, and as the hour appointed for the start drew near the partisans of the Tynesiders were content to accept even money; indeed, we fancy that at the last moment the north countrymen had slightly the call, notwithstanding that their opponents had won the toss for choice of stations. As a matter of fact, however, the advantage derived from the Middlesex station was very trifling, as the tide was running like a mill race, and the wind—what little there was of it—coming in fitful puffs from the south-east. The weather overhead was miserable, the rain descending in torrents without the slightest cessation throughout the whole morning, and literally drenching the unfortunate spectators on board the steamboat and on shore, who, however, did not muster in anything like the numbers we have been accustomed to see on a championship day. The start was appointed to take place at two p.m., and within a few minutes of the time the two crews put off almost simultaneously—the Tyne crew from the London Rowing Club yard, and the Thames from Styles's Boathouse—and paddled down to their stations. There was scarcely any attempt at cheering, indeed, we rarely remember so little enthusiasm being displayed on the occasion of a great race. The Newcastle crew stripped down to the waist, but the Thames men contented themselves with simply divesting themselves of their woollen guernseys, and having completed their toilets the rival crews proceeded without any delay to take up their allotted stations at Blackwall—Tyne on a couple of skiffs moored 20 yards apart off the Star and Garter—the south countrymen, as before said, selecting the inside, or Fulham berth. All being in readiness, Mr. Ireland, who officiated as sole umpire and starter, asked the usual preliminary question, and receiving no response, gave the signal to go at 2-12-25 p.m. A fairer start could not possibly have been effected. Both crews dipped their oars at the same moment, and pulled away at a rattling pace, each evidently intent on cutting down the other. For a moment it seemed to us that the Thames men had the best of it by a foot or two, but if this were the case, it was only for a moment, as in the first twenty strokes the Tyne men commenced to forge ahead perceptibly, and before the Duke's Head was reached were leading by several feet. At this stage of the race we timed the Thames crew to be rowing 42 strokes a minute to their opponents' 41, but notwithstanding this disparity, the north countrymen continued to improve their position, and off Bishop's Creek were two-thirds of their own length in front. A rattling race ensued past the Willows, the Thames men straining every nerve to recover their lost ground, but though the Tynesiders were here taken unnecessarily wide they continued steadily, though scarcely perceptibly, to increase their lead, and just as they made the Point drew themselves clear. Here the Thames coxswain, who had hitherto kept a pretty fair course, commenced a series of the most eccentric manœuvres that were perhaps ever witnessed even in these modern days of "feather weights." Whether it was that he completely lost his head in the excitement of the contest, or whether, as was suggested by some of the spectators, he was unable to keep the boat straight on account of the oars on the stroke side pulling the others round, we do not profess to determine; but he certainly handled the lines in a most novel fashion, yawing the boat first to one side and then the other, to the accompaniment of "a magnificent display of all the fountains," that reminded us of the Crystal Palace on a small scale. Passing Rose Bank the Tyne crew led by half a length clear, which they increased to a clear length before the Crab Tree. In making the crossing the Tyne coxswain (one of the most old-fashioned pigmies with whom it has ever been our lot to make acquaintance) took full advantage of the opportunity afforded by his position by coming right across the bows of the Londoners, and giving them the full benefit of his back wash. This did not tend to improve young Hammerton's steering—indeed he seemed altogether nonplussed, and scarcely knew how act. As they neared Hammersmith Bridge he for a moment turned the nose of his boat towards the south side, as though with the intention of taking the Surrey arch, but either he thought better of the manœuvre, or acted under orders, for the next moment he put on the rudder hard in the contrary direction, and came out wide of the dummy right in the wake of the Newcastle craft, which was now fully three lengths ahead. The time to Hammersmith Bridge was according to our estimate 8min 5sec from the start, but there was a difference of opinion on this score, some of those on board the steamboat making it a few seconds less. At this point, however, it was palpable that, bar accidents, the race was over, as the Newcastle men were now taking it so easily that Renforth found leisure to wave his hand to the spectators on the bridge as they emerged from under the shadow of the arch way! The Thames men, on the contrary, were rowing desperately, and their repeated bursts to recover their lost ground in the early part of the race were now beginning to tell the inevitable tale, their rowing becoming painfully ragged, and one or two of the crew getting all abroad. Any further detailed description of such a one-sided affair would be an unnecessary trespass upon the forbearance of our readers. It is sufficient to state that from this point fabulous odds were offered on the Tyne men, who, notwithstanding that they had settled down into a steady stroke of some 35 to the minute, continued to improve their lead without the slightest apparent effort to the finish. At the Doves they were fully four lengths to the good, which they increased to five at the Bathing-place, between which and Barnes Bridge they gained upwards of another length, ultimately paddling past the Ship at Mortlake seven or eight good lengths in advance of their opponents.

The limited time at our disposal will necessarily preclude any lengthy comments upon the race itself. That the Thames crew suffered a most unequivocal defeat is undeniable, though of course, pending their appeal for a new trial on the Tyne, it must still be a moot point how far the north countrymen were indebted for their victory to the bad steering of their opponents. That the Londoners certainly lost many lengths—we should be afraid to hazard a conjecture as to the number—from this cause is unquestionable; indeed, we have no hesitation in asserting that the bad course they kept throughout, and more particularly between the Point and Hammersmith Bridge, the most critical stage of their race, would alone have been sufficient to account for their defeat, even if they had been opposed by a third-class crew. In putting forward this opinion we would not be supposed for a single instant to detract from the well-earned triumph of the Tynesiders—though we imagine that their most thorough-going partizans would readily admit that the very hollow manner in which they achieved their victory was attributable in a very great measure to the faulty steerage of their opponents. Apart from this, however, it is our firm belief that they won on their merits, and would have won even if the abilities of the coxswains had been more on a par. They rowed better together, with a firmer grip, of the water, and altogether with more life than their opponents, who, somehow or other, never seemed fairly to get together or to show any trace of that style and finish which the might reasonably expect to find in a representative Thames crew. It is always an invidious task to select individual members of a crew for special praise or criticism, but we cannot close our record of the great race of yesterday without a passing comment on the admirable rowing of Renforth and Martin in the Newcastle four, and the plucky manner in which Hammerton and Kelley struggled on to the last, even when the race was beyond hope. Notwithstanding the misgivings to the contrary, which it is no secret were entertained among the backers of the Tynesiders, Renforth unquestionably displayed throughout the whole race the greatest coolness and judgment, and by his performance of yesterday has undoubtedly proved himself to be as consummate an oarsman as he is a sculler. We almost omitted to mention that the Thames crew rowed in a new ship built by Messenger, and the Tyne men in one of Jewett's—both splendid specimens of the builder's art.

We cannot conclude our report without a passing acknowledgment of the very excellent manner in which the arrangements for clearing the course, and keeping the steamboats under control, were carried out under the management of Mr. Lord, of the Thames Conservancy, who was very ably seconded by his assistant, Mr. Rough. The whole affair was simply, yet admirably managed, and the arrangements from first to last left nothing to be desired. What we have seen done on the Thames during the last few months encourages us to hope that we may yet live to witness a University boat race without a positive loss of life or limb.

We mentioned in our last issue that the Newcastle crew had complained bitterly to us of the conduct of a certain individual residing in Wandsworth, who, they alleged, was in the habit of accompanying them along the towing path on horseback whenever they went out to row, and making use of disgusting and insulting language towards them. We have since seen the individual referred to, who assures us—and we are bound to say that his statement is corroborated by several respectable witnesses—that with the exception of the fact of his having occasionally accompanied them on horseback, the whole statement is utterly destitute of foundation. He admits having occasionally indulged in the interchange of that description of *badinage* which passes for conviviality on the tow-path, but denies most emphatically having ever used language that could possibly give offence to any one. From what we know of the person in question, we feel satisfied that the Tyne men must have mistaken the nature of the remarks, but, at any rate, on the *audi alteram partem* principle, we feel bound to give him this opportunity of an explanation. One story is proverbially good until another is told.

ANOTHER DUEL.

DUELS between French officers are of rare occurrence, but when a meeting takes place it is always a serious affair. There is nothing in French law to prevent officers from fighting, and, under the circumstances, it is exceedingly creditable to the service that bullies are an extinct race. The only formality which an officer of the French service has to go through previously to going on the ground is to obtain the permission of his colonel, and it is needless to add that few colonels would refuse an insulted officer leave to avenge his honour or shelter an officer from the consequences of provoking a quarrel. A duel between two officers of the 6th Hussars, quartered at Castres, has just taken place. What the cause of the meeting was is as yet a secret. Sufficient to say that Captains Clémengon and Baignol went out the other morning. After fighting for about twenty minutes, and when the former officer had been wounded twice and the latter three times the seconds interfered, thinking that matters had been carried far enough, and that honour was satisfied. This, however, was not the opinion of Captain Clémengon, who, taking the affair out of the hands of his seconds, declared that the duel must proceed till one combatant fell mortally wounded. The consequence was, that swords were again crossed and the combat continued. After a few passes the officer who had refused to consider the duel terminated when the seconds of both parties interfered was run through the heart, and, of course, expired instantly.—*Army and Navy Gazette.*

PICKINGS FROM "PUNCH."

A HOT FOR MRS. NORTON.

The name of Edmund Curll is not forgotten:
So neither will be tinsel, John Camden Hotten.

A CASE IN THE COURT OF ARCHES.

The parson of Frome Rowish nonsense maintains,
But parson of Frome notwithstanding remains.
Don't you think there's one letter too many in Frome,
For a parson who teaches the nonsense of Rome?

A SONS ASINORUM.

One rather important consideration appears to have been overlooked by the commercial speculators who seriously entertain the idea of throwing a bridge over the channel. Would not such a structure stand a little in the way of the Channel fleet?

FAMILIAR ASTRONOMY.

Are we not growing rather too playful with the heavenly bodies? Here is a book advertised with the title Half Hours with the Stars, to be followed, we may certainly expect, by Twenty Minutes with Comets, Spare Moments with the Aurora Borealis, &c.

REACTION.

Talented Authoress. "Sensational?! Oh dear, no! They are all plain 'goody goody' people, who call on each other, and talk the mildest scandal. The only incident of any kind is a wedding in the third volume."
Editor. "Ah, well, I'll look it over!

A DUCAL PRIVILEGE.

Mr. Commissioner Winslow has decided, in the case of the Duke of Newcastle, that a Peer of the Realm, not being a trader, is not within the pale of bankruptcy law. It is well everybody should know that a Duke cannot be bankrupt in law; he can only be bankrupt in fortune, in credit, and in character. He cannot file his schedule; he can only defile his 'scutcheon.

WAGGERIES OF THE VOTE-MARKET.

If the venal electors of Norwich, Bridgewater, or other borough or electoral district infamous for bribery, were asked what they had to say for themselves, they would perhaps have the impudence to plead loyalty, shown in their attachment to the Sovereign. The obvious answer to this excuse is, that none of them would vote for the Sovereign if they could sell their votes for paper money.

THE FEATHER THAT NEARLY BROKE THE CAMEL'S BACK.

Little wife (to her meek and already over-burdened husband, who is just setting out from the country house on his return to the City.)—"One thing more, Dolly Popper, which I forgotten! Get three pairs of the thickest black ribbed Lamb's-wool stockings for Mamma. Here's an old pair for the size, which you can carry in your breast-pocket. Don't forget!"

DENOMINATION BY ANALOGY.

Objection has been made, by certain sympathisers with the sect of persons named Ritualists, to that word as applied to distinguish that sect. It is possible to conceive one which would be more distinctively definite. This sect appears to be no other than that originally founded by Dr. Pusey. There is a very decided method in their doctrines and practices. Instead, therefore, of Ritualists, suppose we call parsons, and persons, of this denomination, Puseyan Methodists?

SUPERHUMAN INDUSTRY.

There is or was a very remarkable man living in the West of England, perhaps the most indefatigable student the world has ever heard of, judging by Archdeacon Freeman's account of him. In a speech at Exeter, in which he expressed his strong dislike to newspapers and magazines, the Archdeacon (who is said to be one of Dr. Temple's opponents in the Chapter) stated that he once gave a work of Jeremy Taylor's to a man who "read it for three years night and day, and never stopped!"

TOO SEVERE.

An action has been brought in New York against the manager of the fair-haired troupe, headed by Miss Lydia Thompson. The plaintiff is a dramatic author. Two of his beautiful lines were read in court by Mr. Edwin James. Here they be:—

Hold on! Such language ought not to be your rôles;
Arrest me, like young Fisk did Sam Bowles.

The Court—Judge Brady—was rude enough to say that "Such language was of the poorest kind, and too bad even for ordinary burlesque." The Court has evidently not been in the habit of reading English burlesques.

BEAR AND BULL-BAITING IN THE NEW WORLD.

Fisk, the New York market-rigger, whose wonderful fiscal performances have lately held him up to the admiration of Europe, as the most colossal of operators and the biggest of all bulls—a veritable Bull of Bashan,—started in life, we are told, as a circus-rider. This may help to account for his daring feats in the ring, and his power of keeping up his balance under difficulties. His chief agents are one Lane (who by this time has known a turning, under the effect of Mr. Secretary Boutwell's timely influx of gold, which reversed the tide of battle in favour of the sorely-baited bears against the triumphant bull-ring), and one Jay-Gould—whose name suggests a change in the title of the rigging triumvirate, from "the gold" to "the Gould" ring. It is to be hoped that the recent defeat of this respectable trio may restore the New York money market to less feverish conditions, but we doubt it. When yellow fever does set in, in the new world, it is deadly; and it seems this fall to have broken out with unusual severity in Wall street. But how strange it is to see the sports of the bear-bait and the bull-ring, which the Old World has put down as degrading and brutal, revived on this gigantic scale in the New!

OCCASIONAL SONNET.

XIII.—Dinnerless.

[The Common Council have resolved that no entertainment whatever shall be given in commemoration of the opening of Blackfriars Bridge and the Holborn Viaduct on Saturday, the 6th instant.]

Swims there no turbot in the fecund seas?
Is turtle numbered with the things that were?
Are cask and runlet drained unto the lees,
And capon, as the fabled phœnix, rare?
No entertainment in the civic hall!
No culinary welcome in Cocagne!
No banquet at the Mansion House, or ball!
No toasts, no loving cup, and no champagne!
Now are we fallen on degenerate days
And dark with portents of a sure decline,
When Aldermen forsake their ancient ways,
And Common Councilmen neglect to dine—
When the great City, Bridge and Viaduct rearing,
Foregoes the feast, the speeches and the cheering!

HISTORICAL FACTS.

(Being extracts from the Celebrated Course of Colwell-Hatchney Lectures, for the use of Students, and all those whom Providence has blessed with affluence.)

After writing several books to prove the contrary, I think I may now fairly assert that gunpowder was unknown to the Romans.

Art was not unknown to the Greeks. Apelles made a portrait so like somebody that he was obliged to quit the city.

The celebrated poet Tasso obtained his reputation entirely by poems. I mention this as an example of application.

What milk is to the moderns, it was, though perhaps in a less degree, to the ancients. Cows were found in Italy as early as 6 A.M. Also in Carthage, introduced by Ha-Milcar.

The Greeks were a martial nation. Martial himself, however, was a Roman.

Modern surnames are in most instances derived from Greek originals. Jones is evidently Ion. I can't think of any more instances.

The uncle of the present Emperor of the French was not the first Napoleon. There were a lot of them before him. Think over this if it has never occurred to you before; and *don't let it occur again.*

SAINTE-BEUVE.

SAINTE-BEUVE was buried last Saturday (Oct. 16) and I just had time to join his early funeral after I forwarded you my despatch. On that cold morning a stranger, desirous of seeing most of the celebrities of French literature, might have had a rare opportunity of gratifying his curiosity at No. 11, Rue Montparnasse, and in the precincts of that modest and silent house where the greatest critic of the age did his daily work. Proudhon's widow was there, a lady plain enough to be the wife of a philosopher, and—*place aux dames*—George Sand also, but in petticoats. Alas, how fast time is making a ruin of that head so full of genius! The crisp grey curls are thinning, and it is the lingering fire of a brilliant eye which alone reminds us of the former beaming face. The eccentric Madame Ratazzi was also present in coquettish mourning, and was loaning on her diplomatic partner, an Italian statesman famous in France, because he is his wife's husband. The two Dumas were there. Old Alexander with the white curly head and full carcase of a congenial Imbrouillet ram; and his son, though resembling the sire, still with all that refinement in look and delicacy of expression, which one might expect in the author of the *Demi-Monde*. Renan wandered amongst the mourners with an absent air, with that cosarseness of feature, fulness of nose, and oiliness of expression perfectly sacerdotal, and which seems strangely to be the attributes of all the infidel race since the present day. Doctor Ricard, proud of saving the Emperor's life the other day, was one of the representatives of the medical profession, which had many others present. Emilo Augier, the dramatist, Taine, Gustave Flaubert, and others were grouped together. I saw Prevost Paradol, the best political writer of the day, and Michel Levy, the great publisher, standing side by side. Oscar Comettant of the *Siecle*, Tony Revillon of the *Petite Presse*, and a hundred more celebrities had assembled to pay honour to Saint-Beuve, "the bishop of the infidels" as he was called. No priest, of course, was present, and no church received the body of the famous critic. It was borne direct to Montmartre Cemetery, and when lowered into the grave M. Lacussade mounted a heap of clay and simply said "Sainte-Beuve, adieu! adieu!"—adding strangely enough:—"Gentlemen, in the name of the deceased I thank you for your attendance. All is finished." The great men of the pen, the brush, and the chisel, lingered about the tomb for a few minutes and then silently dispersed. This irreligious termination of the life of a grave senator is looked on as a great scandal, even by many who have no very strong faith themselves. Poor Sainte-Beuve, though a bad Christian—or rather no Christian—was not a bad sort of man. His friend, the late Father Lacordaire, had strong hopes for a time of reconverting him, and he was, with all his logic, once or twice unable to parry the home-thrusts of the famous preacher. It was the habit—not a very gentleman-like one—for Sainte-Beuve out, especially if clergymen were present. One day as he was peeling an apple after dinner amongst a party of friends, he was trotted out cunningly in religious matters, and protested that he could not believe in what he could not comprehend. Lacordaire fixed a penetrating glance on him from the other side of the table, and said, "I cannot comprehend, I suppose, why fire causes butter to melt, and eggs to harden, and yet this does not prevent you from believing in omelettes." Saint-Beuve, who was a great epicure, never answered a word. He had a strange habit of going into mourning for people before they were dead. If any of his young friends, on whom he had built good hopes of literary or artistic success, disappointed him, he put crape on his hat. "Such a one is dead," said he, "and I have gone into mourning." But he mourned for what he thought the falling off of great as well as little friends. Thus the critic's hat has borne the band for the backslidings of Victor-Hugo, Alfred de Musset, Lamartine, Berenger, Chateaubriand, and other greater men than himself. He was good-natured in advice, especially to females, and I recollect him telling a story about a lady who came once to complain of her husband's ill-treatment and to express a strong wish to separate from him. Sainte-Beuve told her that was impossible unless she received grave injuries and even blows from her partner. The lady returned one morning all radiant with smiles—"I have provoked him," she exclaimed, "and have got him to beat me at last. I am so happy? Cannot I now have a divorce, M. Saint-Beuve?" "What are my witness by when he struck you?" "No" —"Then you must have it done over again." The lady was dreadfully annoyed, and returned home like a fury, and gave her husband as sound a blow in the face as she could strike, saying,—"Take that back for the blow you have given me; I find I can make nothing of it, so I return it to you."—*Paris Correspondent of the Pioneer.*

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